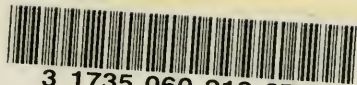


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SEVENTH ANNUAL REPORT
OF THE
COMMISSIONER
OF
RAILROADS AND TELEGRAPHS
OF OHIO,
FOR THE YEAR ENDING JUNE 30TH, 1873.



COLUMBUS:
NEVINS & MYERS, STATE PRINTERS.
1874.

OFFICE COMMISSIONER OF RAILROADS AND TELEGRAPHS,
COLUMBUS, OHIO, *December 20th, 1873.*

To His Excellency EDWARD F. NOYES:

GOVERNOR: I have the honor to transmit herewith my second annual report, or the seventh made by this office since its creation by act of April 5, 1867.

Very respectfully,

O. L. WOLCOTT, *Commissioner.*

REPORT OF THE COMMISSIONER.

Returns have been made to this department for the year ending June 30, 1873, by fifty corporations. A part, however, are mere formal organizations, whose roads are leased or substantially owned by other companies. Thirty-six companies are operating their own or leased lines, apparently averaging 20¹/₂ miles each. The number of miles controlled by each varies, however. 2,061 miles by ¹/₂

ERRATA

- Page 5, line 28, for \$17,191,112, read \$17,191,912.
“ 6, “ 20, “ 122,627, “ 132,627.
“ 7, “ 40, “ 548 miles, read 558 miles.
“ 7, “ 41, “ 1,551 “ “ 1,561 “
“ 8, “ 2, “ \$238,268,362.04, read \$238,148,362.04.
“ 8, “ 8, “ 21,031,955.18, “ 21,031,655.18
“ 11, “ 34, for many, read some.
“ 38, “ 5, for or, read for.
“ 70, “ 18, for branch bonds, read branch mortgage bonds.

STOCK AND DEBT.

The aggregate paid up capital stock reported is \$247,099,913; funded debt, \$238,148,362; unfunded debt, \$15,483,814; total stock and debt, \$500,732,089—an increase of paid up capital stock during the year of \$27,938,785; funded debt, \$20,976,607; unfunded, \$4,745,634; total increase of stock and debt, \$53,661,026.

EARNINGS

Upon 7,197⁶/₁₀ miles operated, aggregate \$74,917,263, or \$10,408 per mile.

OPERATING EXPENSES

Were \$53,885,608, or \$7.486 per mile operated—being 71.93 per cent. of gross earnings. Net earnings, \$21,031,655, or \$2,922 per mile. Increase of net earnings during the year, \$463,275.

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REPORT OF THE COMMISSIONER.

Returns have been made to this department for the year ending June 30, 1873, by fifty corporations. A part, however, are mere formal organizations, whose roads are leased or substantially owned by other companies. Thirty-six companies are operating their own or leased lines, apparently averaging 200 miles each. The number of miles controlled by each varies, however, from $3\frac{1}{2}$ operated by the Cleveland and Newburgh, to 2,061 miles by the Pennsylvania Company. The average cost of these roads per mile, including equipment, as reported, is \$54,465, and varies from \$9,205, in case of the Carrollton and Oneida, to \$206,050, in that of the Atlantic and Great Western.

LENGTH.

The aggregate length of lines reported to this office for the year, being wholly or in part within the State, is 7,573 miles of main line and branches, and 1,680 of sidings and other tracks; total length of track, 9,253 miles. Former reports having in this aggregate included length of lines in process of construction, prevents giving the actual increase of track for the year upon these lines.

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Upon $7,197\frac{6}{10}$ miles operated, aggregate \$74,917,263, or \$10,408 per mile.

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Were \$53,885,608, or \$7.486 per mile operated—being 71.93 per cent. of gross earnings. Net earnings, \$21,031,655, or \$2,922 per mile. Increase of net earnings during the year, \$463,275.

MAINTENANCE.

The cost of maintenance of way and structures is \$2,025,327 more than reported last year—the maintenance of cars, \$2,472,658; of motive power, \$168,200; cost of conducting transportation, \$3,274,000; and general expenses, \$910,716; a total increase of \$8,850,901.

EQUIPMENT.

The equipment of these roads has also increased by 154 locomotives, 48 express and baggage cars, 46 passenger, 5,067 freight, and 1,883 other cars.

OHIO.

The aggregate length of railroads within the State June 30th, was 4,163 miles main line and branches, and 1,044 of sidings and other tracks; total length of track laid with rail, 5,207 miles. This is an increase of main line and branches during the year of 376 miles, and in sidings and other tracks of 154, or a total increase of track for the year of 530 miles—it being an increase in main line and branches of 25 miles more than the aggregate construction in the State for two years previous, and gives one mile of track to each 7.67 square miles of territory and to each 512 inhabitants.

MILEAGE OF RAILWAYS IN THE STATE, SHOWING LENGTH EACH YEAR FROM 1841 TO 1873, INCLUSIVE.

YEARS.	LENGTH.	YEARS.	LENGTH.
1841	36 miles.	1858	2,788 miles.
1842	84 "	1859	2,897 "
1843	84 "	1860	2,974 "
1844	84 "	1861	3,024 "
1845	84 "	1862	3,024 "
1846	84 "	1863	3,051 "
1847	129 "	1864	3,051 "
1848	274 "	1865	3,176 "
1849	274 "	1866	3,197 "
1850	299 "	1867*	3,214 "
1851	572 "	1868	3,256 "
1852	890 "	1869	3,324 "
1853	1,385 "	1870	3,376 "
1854	1,500 "	1871	3,457 "
1855	1,641 "	1872	3,787 "
1856	1,869 "	1873	4,163 "
1857	1,880 "		

* From 1867 each year ends June 30.

This 4,163 miles of equipped road, including 460 miles of graded road bed and about 200 miles partly graded, in the State, is represented by \$138,931,618 paid up capital stock, and \$140,248,446 funded and unfunded

debt; making an aggregate of stock and debt for railroad lines in Ohio of \$279,180,064, or \$60,389 per mile for length ironed and graded in the State.

INCREASE.

The mileage of main line and branches has increased within the year 9.67 per cent., paid in capital stock has increased 13.21 per cent., and funded and unfunded debt 11.16; making a total increase of stock and debt for the year of 12.17 per cent.

EARNINGS.

The gross earnings of the lines operated within the State for the year (3,867½ miles) were \$38,175,332, or \$9,871 per mile; an increase of \$224 per mile over last year's earnings.

OPERATING EXPENSES.

These have largely increased, amounting in gross to \$27,301,884, or \$7,059 per mile, or 71.52 per cent. of gross earnings.

Net earnings are \$10,873,448, or \$2,812 per mile operated in the State, being \$216 per mile less than reported last year. The cost of maintenance of way and structures increased during the year 15.09 per cent., maintenance of cars 68.29, motive power 2.38, conducting transportation 18.57, and general expenses 33.85 per cent. While the total increase of miles operated was but 9.18 per cent., the increase in operating expenses is 19.65 per cent.

The mileage of locomotives hauling passenger cars was 14,279,002; an increase over last year of 1,138,908 miles, or 8.37 per cent. Their mileage hauling all classes of cars was 59,582,790; an increase of 6,493,684 miles, or 12.23 per cent. The number of passengers carried within the year was 13,885,688; an increase from last year of 1,817,856, or 15.06 per cent. The aggregate earnings from passenger traffic was \$17,191,112. Total mileage of passengers or number carried one mile, 605,614,937; average rate received from each passenger upon 29 roads making such report was 3.22 cents per mile; average distance traveled by each, 29.41 miles; average amount paid by each was 94.70 cents. The longest average passenger journeys are reported by the Ohio and Mississippi Railway Company at 77.50 miles each; the Lake Shore and Michigan Southern at 69.73; the Cincinnati and Indiana, 62; Cleveland, Columbus, Cincinnati and Indianapolis, 53.70; and the Toledo, Wabash and Western, 51.89. No other line reached an average of 50 miles. The average of the rates for fare charged upon the above lines, in the order named, are 2.73, 2.59, 2.37, 2.95 and 3.34 cents per mile respectively.

FREIGHT.

There were 26,589,562 tons freight carried within the year; an increase of 5,606,494 tons, or 26.74 per cent. over last year. The total movement of freight, or tons carried one mile, was 3,420,889,453; or an increase of 11 1-10 per cent. over last year. The aggregate amount received for moving this freight was \$53,586,343. The average amount received per ton upon 24 lines reporting was 2.34 cents per mile. Of the entire tonnage of the State, 19,384,982 tons were local and 7,204,580 through freight, or 72.90 per cent. of the freight carried within the year was local. Of this amount, 6,563,726 tons were coal. Twenty-one lines of road report coal tonnage, and eight others did not classify their tonnage up to 1st of July. Eight companies report 726,129 tons petroleum; ten report 1,014,551 tons ore; fourteen report 848,368 tons pig and other iron; fifteen report 1,510,522 tons lumber; seventeen report 1,617,642 tons live stock; fifteen report 4,018,847 tons grain, flour and other agricultural products; and seventeen report 2,569,224 tons merchandise. These aggregates would have been largely increased if all the companies had classified their tonnage. This is promised for future reports. There are 29,433 persons reported as employes upon the roads in Ohio. The amount reported as having been paid for injuries to persons in the State is \$122,627; amount paid for animals killed, \$33,365; for loss of goods and baggage within the year, \$294,107. Eighteen companies have paid dividends ranging from 6-10ths of one per cent., by the Cincinnati and Indiana, to 21 $\frac{3}{4}$ per cent. by the Cleveland and Mahoning Valley. Fifteen companies paid upon all their stock, and three upon preferred only. The aggregate of dividends is \$8,965,333, of which \$708,271 was upon preferred stock. The aggregate proportion of these for Ohio amounts to \$5,104,851, or 6.33 per cent. upon the capital stock of the companies declaring dividends, or 3.67 per cent. upon all the paid in capital stock of the State.

The companies report seven hundred and fifty-six miles of steel rail in use on their lines, or more than one-tenth of the entire mileage. The greater portion of this is within the State, making about one-eighth of our main lines supplied with steel rail. That this is the economical rail upon thoroughfares subjected to a large traffic, not only on account of its durability, but its power to withstand extreme cold and changes of weather, has been practically demonstrated.

From a letter upon this subject of C. N. Brydges, Esq., Managing Director of the Grand Trunk Railway of Canada, dated Montreal, December 27, 1872, to A. D. Briggs, Esq., Board of Railroad Commissioners of Massachusetts, and published in their report of January, 1873, I take the liberty to quote:

* * "Our railway ten years ago was 990 miles long, and within the last five or six years has been extended until it now reaches a total of 1,377 miles. * * * The T rails that have been used since have varied between 65 and 75 lbs. to the yard. The renewals of our iron rails have been on an average about once in every seven years, some, of course, much more rapidly than that, but where the traffic is light, on branches, the rails last for a longer period of time.

"The small lot of 100 tons of steel rails that we tried eight or ten years ago proved so satisfactory that it was determined to largely increase the quantity. Accordingly, in 1870, we laid 6,000 tons; in 1871, about 6,000 tons; and in the present year, about 18,000 tons; so that we have now in the track very nearly 300 miles of steel rails laid in, in the order I have mentioned. All our sleepers are laid now about two feet four inches from centre to centre. This has been going on for several years, but originally they were about three feet apart from centres. * * *

"It was the serious breakage of rails in our cold climate that induced us to seriously consider the question of steel, and the decision we came to has so far been thoroughly borne out by the result. We have, as you are probably aware, greater cold, and for a longer length of time, to encounter than any other railway on this continent; the thermometer frequently going as low as 30 degrees below zero." * * *

He here gives the number of iron rails which were broken each winter for nine years preceding date of his letter, which averages 4,389 per winter, and says:

"This is certainly an alarming list of breakages, but is carefully accurate, having been made for the purpose of seeing what precisely was the wear and tear on this railway, as regards rails in our intensely cold climate.

"In regard to steel rails, there have been broken in all, out of the 300 miles we now have in the track, 66 rails. But upon close examination of every one of these, it has been found that they have been either broken from some flaw in the flange, or from having received damage from the cars being off the track by broken axles, or some other cause. The actual number of sound rails broken without any assignable cause will not exceed seven or eight in the whole. I think this is a most satisfactory result, especially in such a cold climate as we have, and shows the vast superiority of steel over iron for rails.

"I may add, that of the first experimental 100 tons that we had, we took up some of the rails after they had been down seven years, and weighing them, found that an 18-foot rail had lost $1\frac{1}{2}$ lbs. in weight during the time that it had been in the track, but that this amount of wear had been perfectly uniform along the whole length of the rail, and that there was not the slightest appearance either upon the rails that we took up and weighed, or any of those that were left in the track, of any lamination, or the damage which usually results to iron rails after seven years' wear." * * *

There have been laid upon the roads of the State within the year 238 miles of steel rail, 548 new iron, 553 of re-rolled, and 212 miles spliced and mended rails—making a total of 1,551 miles of track.

There were built also 8 iron, 91 wood, and 9 stone-arched bridges, aggregating 11,980 feet. 460 miles of road-bed are reported as substantially graded in the State, in addition to mileage reported above; 95 miles of which has been ironed since June 30th.

The annexed table gives a condensed view of the growth for the past five years of the various items connected with our railway system, such as stock, debt, cost, length of line, etc.

Report of Commissioner.

TABLE SHOWING THE AMOUNT AND ANNUAL INCREASE OF STOCK, DEBTS, ETC., OF RAILWAYS IN OHIO FOR FIVE YEARS.

ENTIRE LINES.	1869.				1870.				1871.				1872.				1873.			
Capital stock paid in.....	\$176,037	\$225	26		\$196,893	\$555	70		\$210,387	\$148	87		\$219,161	\$127	55		\$247,099	\$912	75	
Funded debt.....	155,119	\$115	82		155,633	\$637	09		171,011	\$669	57		217,171	\$755	12		238,268	\$302	04	
Floating debt.....	* 31,706	\$695	98		5,590	\$833	46		6,541	\$632	33		10,738	\$179	72		15,483	\$14	38	
Length of main lines and branches.....	5,992	miles.			6,283	miles.			6,536	miles.			7,403	miles.			7,554	miles.		
Cost of road and equipment.....	\$21,666	\$115	45		\$333,406	\$116	86		\$365,778	\$316	25		\$388,113	\$494	48		\$462,094	\$996	87	
Gross earnings.....	51,110	\$529	13		52,895	\$812	59		59,151	\$418	82		65,603	\$78	12		74,917	\$263	40	
Operating expenses.....	35,731	\$316	32		37,020	\$331	69		40,296	\$67	38		45,034	\$708	21		53,885	\$608	22	
Net earnings.....	15,379	\$212	81		15,875	\$480	90		18,854	\$751	44		20,568	\$369	91		21,031	\$955	18	
Passengers carried.....	No. 10,361,078				No. 11,883,657				No. 12,000,000				No. 12,063,832				No. 13,885,688			
Received for passengers carried.....	\$5,611	\$298	05		\$16,802	\$719	05		\$16,333	\$218	82		\$16,103	\$461	81		\$17,191	\$911	70	
Freight transported.....	14,559	704	tons.		14,864	598	tons.		17,263	823	tons.		20,983	068	tons.		26,589	562	tons.	
Received for freight transported.....	\$32,536	\$299	50		\$33,348	\$195	20		\$39,296	\$617	11		\$45,889	\$178	26		\$53,886	\$343	12	
Interest paid on bonds.....	4,679	\$156	64		6,291	\$317	53		7,505	\$432	31		9,726	\$359	06		12,419	\$773	34	
Dividends paid.....	5,647	\$645	93		7,002	\$873	61		7,278	\$651	84		7,554	\$632	09		8,965	\$332	26	
<i>Proportion for Ohio.</i>																				
Of capital stock paid in.....	\$106,636	\$116	52		\$114,734	\$317	36		\$115,432	\$337	91		\$122,721	\$526	87		\$138,931	\$618	34	
Funded debt.....	88,037	\$702	28		84,137	\$609	38		92,313	\$475	00		120,222	\$72	00		130,885	\$217	48	
Floating debt.....	+ 18,040	\$82	40		3,041	\$30	72		3,531	\$506	30		5,945	\$700	98		9,663	\$238	30	
Total debt.....	106,078	\$284	68		87,178	\$640	10		95,844	\$951	30		126,167	\$772	98		140,248	\$445	78	
Length of main line and branches laid with rail.....	3,324	miles.			3,376	miles.			3,457	miles.			3,787	miles.			4,163	miles.		
Length of sidings, etc.....	741	"			783	"			845	"			890	"			1,044	"		
Cost of road and equipment.....	\$176,455	\$722	84		\$176,142	\$84	01		\$188,152	\$405	56		\$206,352	\$505	71		\$255,086	\$783	17	
Animals killed (so far as reported).....	No. 2,149				No. 1,563				No. 2,348				No. 1,926				No. 2,184			
Amount paid for same (so far as reported).....	\$42,676	\$83			\$28,146	\$57			55,490	\$3			\$45,573	\$46			\$33,364	\$78		
Total earnings.....	30,136	\$663	27		27,909	\$308	39		30,384	\$18	27		34,257	\$799	67		38,175	\$332	39	
Operating expenses.....	21,091	\$591	25		19,422	\$377	93		20,776	\$222	57		23,502	\$739	38		27,301	\$884	14	
Net earnings.....	9,045	\$72	02		8,486	\$36	46		9,608	\$265	70		10,755	\$050	29		10,873	\$418	22	
Persons employed in operating road.....	No. 21,732				No. 21,895				No. 21,193				No. 25,393				No. 29,433			

Per cent. of increase in Ohio.

Of capital stock paid in	7.59	0.60	6.31	13.21
Funded debt	Decrease, 4.63	9.71	30.23	8.67
Floating debt	†	16.13	68.66	62.52
Total debt	†	9.95	31.06	11.16
Length of main line and branches	1.54	2.39	9.54	9.67
Length of sidings, etc.	6.34	7.36	5.34	17.30
Cost of road and equipment	Decrease, 0.18	6.82	9.14	25.07
Total earnings	7.97	8.87	12.74	11.40
Cost per cent. of operating expenses	69.59	68.38	68.32	71.52
Net earnings	Decrease, 6.58	13.21	11.93	1.10

* This amount includes Atlantic and Great Western Railway Company, \$27,000,000, not since reported.
 above note. † Laid with rail; previous years include entire length of roads in process of construction.
 by (see note *).

† Affected by cause stated in
 † Omitted—results so affected

CONDITION.

The general condition of the roads of the State is being improved from year to year. As a rule, when the bed of a road has become settled and properly drained, the labor required to keep it in repair is trifling compared with that upon new roads. A large majority of our lines have reached this condition, and the efforts of companies are now directed to improvements in superstructures, rolling stock and the general property of their several lines. If, therefore, fares and freights sometimes seem unreasonable, there is consolation in believing that upon any line of road having honest management a partial return of this excess is had in the improved condition of its track and carrying facilities, thus insuring greater safety and expedition in transportation.

More than two-thirds of the entire railroad track in the State has been relaid with new or repaired rails within the last two years.

There are 770 wood, 73 iron, and 113 stone-arched bridges, aggregating 20 miles of railroad bridges in the State. More than one-fourth of these have been built new within two years. There are about 18 miles of trestling upon our lines. Many miles of these are filled and become embankments each year, but the rapid construction of new roads, and the policy latterly adopted of temporarily trestling places requiring heavy fills, in order to save time in construction, has caused their length to be increased upon new lines faster than they have been filled upon old ones. But Captain Williams, engineer, who has, by direction of the Commissioner, examined these, reports them firm, strong and well constructed. (See appendix A.)

ACCIDENTS.

The aggregates of casualties upon the railroads of the State reported for the year ending June 30 are—passengers killed, 16; passengers injured, 68; employes killed, 92; employes injured, 273; others killed, 102; others injured, 57—total, 210 fatal and 398 non-fatal. This is 68 persons killed within the official year more than the average for five years previous, and 16 more than last year. Of these 16 additional, 4 were passengers and 12 “others.” There were 153 persons more injured within the year than the average for five years previous, and 42 more than last year. The increase of injuries to passengers for the year was 48, and “others” 4; but there are 10 *less* injuries to employes than last year. A full analysis of causes, such as made in last report, is deemed unnecessary in this. The causes of death or injury are similar each year. We find (92) the same number of employes killed as the last year, but 10 *less* injured. With the increase of 300 miles of road operated, the decrease in number of casualties to this class is worthy of note. But we find

under "others" (those who are neither passengers or employes) an increase of 12 killed and 4 injured, or 102 killed and 57 injured within the year. Of these, not less than 150 were probably trespassers upon the roads and trains. Drunken men seem to seek the railroad track as a street upon which to travel, or a place for repose; children are permitted to use it as a play-ground; deaf men select it to walk upon; boys, old and young, climb upon or jump from engines or trains in motion, whilst others are upon the tracks for various reasons—all voluntarily placing themselves in danger, with the results stated above. The public who are obliged to cross the tracks of railroads upon the highways are not thus included. We find, however, but 2 killed and 3 injured on all these crossings in the State for the year ending June 30. This is 14 less than were killed and injured at such crossings in 1872, 11 less than in 1871, 13 less than in 1870, 3 less than in 1869, and 4 less than in 1868. With ordinary care these accidents can be nearly all avoided. Sometimes, with the train in full view, persons attempt to cross the track before it; a scare or blunder of the horse, and they are victims. Two minutes' delay would have permitted them to cross at their leisure in safety. It is believed that legislation upon this matter is not needed, unless it be to require the grade crossings in some localities to be made better, and (where practicable) the removal of such obstructions as prevent the view of approaching trains to persons upon the highway.

The increased casualties to passengers is accounted for in the fearful collision at Independence Station, upon the Lake Erie Division of the Baltimore and Ohio Railroad, in September, 1872, while the State Fair was in progress at Mansfield. This accident was a more fatal one than had ever occurred before upon any road in the State. The road is among the best managed, and the company is said to be particularly careful in the selection of its employes and thorough in its discipline. The road bed and superstructures were in excellent condition; and all was done by the company for the unfortunates after the collision that seemed practicable. The immense passenger traffic during the State Fair taxed its utmost capacity, bringing into requisition not only its own passenger cars, but many from other lines secured for the emergency. Unquestionably these cars were not all "first-class," and a collision under such circumstances would necessarily be more destructive than if the train had been made up of better cars and supplied with the modern appliances to prevent such destruction.

Though taking the first train after hearing of the collision, I was unable to reach Independence before the adjournment of the inquest; but through the kindness of the coroner obtained a copy of the testi-

mony, from which and through other sources, I gathered substantially the following:

Mr. Quincy, the superintendent, had prepared time-tables, with full and unambiguous instructions, to govern subordinates and the public, and by personal efforts endeavored to avoid any occasion for accident. By these instructions trains Nos. 9 and 10 were to pass each other at Independence. Train 10 going north, must take the side track for No. 9, going south; this it did at 6:10 P. M., on time. Train 9, also on time, met it there, and called the attention of the conductor and engineer to the flags it was carrying for *extra* 9. These flags, by printed rules of the company, were notice that an extra was following, having the same right to road and time as the regular No. 9, viz., No. 10 must wait (thirty-five minutes if needed) for extra to pass; but instead of waiting, 10 left the siding in seven minutes, and met extra 9 about three hundred yards beyond, on a sharp curve. No. 9 extra had thirteen coaches loaded with passengers from the fair, many of them standing on the platforms. No. 10, the regular express north, had but three coaches. The collision was such as to disable the engines, and more or less injure all the cars in the trains, driving a baggage car nearly through a passenger car, crushing every seat in the latter, killing eight persons and wounding thirty-eight others. The surprise is that many more were not maimed and killed.

Mr. Patrick, the conductor of No. 10, in his testimony before the coroner, says: "No. 9 was carrying flags for extra No. 9. * * *. When a train is properly flagged it is my duty to wait for the extra train for which the first carries flags, thirty-five minutes, unless receiving orders to the contrary." But he claims to have been misled by a dispatch received, while on the siding at Independence, from E. M. Livingston, supervisor of trains at Newark, which read: "Don't leave Belleville until 6:40 unless No. 15 and extra are there." Belleville is the next station north of Independence, and No. 15 was a freight train and extra, which the order designed to have No. 10 meet at Belleville. Mr. Patrick also says: "I understood the order to mean 15 and extra 9." * * * "I did not receive any orders that extra 9 was abandoned; ordinarily we expect an extra to follow the train flagging it in about three minutes." He also says: "The conductor of 9 informed me that I would have time to lunch before the arrival of extra 9 which he was flagging." Mr. Patrick is said to have been a good conductor, having run on this road for more than fifteen years, and no one seems able to account for this criminal blunder. He cannot plead ignorance; the flags carried by No. 9 meant the same on the 5th of September as they had for years before. The

order from Mr. Livingston cannot by any fair interpretation be construed as referring to train 9. The flags carried by 9 were Patrick's orders, until he had notice that extra 9 was abandoned, or special orders to proceed regardless of it. The supposition as testified to by him, that the extra spoken of in the order was No. 9 following No. 15, is preposterous; for if 9 extra was behind 15, it became 15 extra, and not 9 extra, and as 15 is a regular freight train, 9 should have taken down its flags, instead of calling the attention of 10 to them; or, if for any reason 9 was flagging 15, it would carry only one flag for freight 15, instead of two. All this Mr. Patrick knew, and when he says "conductor of 9 said he would have time to lunch before the arrival of extra 9, which he was flagging," he impairs his former testimony, for his orders were to meet 15 at Belleville, and if he had supposed 9 extra was behind No. 15, he certainly ought to have known what conductor of 9 meant by saying "he would have time to lunch before 9 extra came." It is not a pleasant duty to thus open up this matter, and expose its weak places; but employes and the public seem inclined to forget too soon the unnecessary desolation caused by such blunders, and fail to learn the lessons such accidents ought to teach. Somebody is at fault for this slaughter of human beings.

G. W. Pollock, engineer of No. 10, in his testimony, says: "We left [Independence] under orders from E. M. Livingston, division superintendent, * * * whose orders we should obey. * * * The engineer of No. 9 pointed to his flags. I bowed, signifying that I understood them; they meant that an extra passenger was following. It is the custom when any train flagged is abandoned to notify conductor and engineer. Not having received orders that 9 extra was abandoned, and having orders to proceed to Belleville, we concluded that 9 extra was at Belleville, and that the extra referred to in the order was 9 extra." This seems quite improbable, as the flags carried by No. 9 were, and always had been, equivalent to a printed order saying, "Wait here, if necessary, thirty-five minutes for extra," and both so understood it. Mr. Livingston's dispatch said nothing about No. 9, or 9 extra, but called attention to "15 and extra." Mr. L. knew that No. 9 would tell its own story and give its own orders, and the attention of both conductor and engineer was called to these orders, but through inexcusable carelessness and want of ordinary apprehension, they disobey, with the fearful results stated above. While the engineer is expected to be under the direction of the conductor, he is also intended as a check upon him, and is under no obligation to obey an order in conflict with the company's rules. It is a part of his duty to carry a time-table, as well as a time-keeper, and consult them, and know for himself that the orders given are correct. But in this

case, if he considered the matter at all, he made the same fatal blunder in regard to the dispatch as the conductor. It is human nature to shuffle or avoid the responsibility of acts which result in evil; but when a conductor and engineer undertake the management of a passenger train, they assume obligations not only to the company employing them, but to the traveling public, of no trifling nature, and should be held strictly accountable for the faithful discharge of these obligations. No plea of ignorance or misunderstanding will restore life or limb. I am not disposed to think these men intended to commit a crime, but acts may become criminal without positive intention on the part of the doers. When they took charge of that train they voluntarily obligated themselves to convey the passengers safely, so far as any act of theirs could accomplish it. If by neglecting any part of their duty they cause injury or loss of life, the act becomes *quasi criminal*, the same (except in degree) as if committed intentionally, and the parties should not escape adequate punishment. Until railroad companies and the public thus view this matter, and visit the offenders with something more than a simple dismissal or loss of place, with nothing to prevent a re-engagement upon another line of road a few days or weeks thence, the public are not properly protected against the repetition of such blunders.

In this case they are discharged as usual, and turn their attention to other pursuits, or re-engage upon other roads, and the accident seems forgotten except by the few directly connected with the dead and wounded. Does such a result become any protection against future accidents of like nature?

The "Lemont disaster," on the Chicago and Alton road, August 16th last, twenty-five miles from Chicago, is another case of similar criminality, by which nineteen persons were killed by scalding and otherwise, and thirty-two injured. A south-bound express (No. 4), having the right to the track against all trains going north except No. 3 express, was run into by a fourth-class coal train drawn by a forty-five ton engine. This train, running upon the time of the express, met it in a dense fog at a sharp curve, with the terrible results stated above. "The conductor forgot about 'No. 4,' and the engineer's watch was too slow"!

A similar case occurred on the Marietta and Cincinnati road, near Cincinnati, August 21st last, though with less loss of life. A freight train did not stop at Symmes Station as it should have done, and collided with the Cincinnati accommodation between Symmes and Montgomery Stations, killing four persons and injuring others. The conductor and engineer of freight train had been quarreling, and ran past their stopping place, with above results.

We might continue the recital of such cases, but only desire to call the attention of the Legislature to the importance of securing better protection to the public from the frequent repetition of these fatal blunders. Railroad companies are often severely punished by them, not only in the injury to their property and reputation, but the exorbitant damages obtained by those injured or by the friends of the killed. The "Revere accident," upon the Eastern Railroad in Massachusetts, in 1871, is reported as having cost that company \$450,000. The "Lemont disaster," referred to above, is said to have involved the Chicago and Alton Company in the payment already of claims amounting to \$150,000, with some yet unadjusted. A case is reported of a collision between a passenger and freight train at "New Cross Station," near London, where the entire receipts of the company from the passenger train were but \$78.80, while the damages awarded to passengers amounted to \$209,250. Legislative or other efforts which make these casualties less frequent or destructive, will well serve both the public and corporations.

That portion of section 2 of act of May 5, 1873, which makes it the duty of the superintendent of each railway in the State to notify the Commissioner by telegraph of any fatal accident upon his road immediately upon its occurrence, has not been complied with except in one case upon the "Iron Railroad." While it would be impossible for the Commissioner to make a personal examination of each casualty resulting in death, if the law is faithfully complied with, he will have on file at the close of the official year the entire list of fatal accidents, from which he can check up and correct errors of this class in annual reports, besides being in possession of such notice of each accident as will permit him to attend upon the investigation of any case of collision or other disaster causing unusual injury and loss of life.

REPORTS.

A large majority of the companies have been prompt in the transmission of their current annual reports to this office, and have manifested a commendable desire to have them as full and accurate as could be furnished from the records kept. A few exceptions to this rule have delayed the issue of our present report for more than three weeks. Tabulations (or deductions from them) are of little value until the reports are all in, as the absence of a single one may affect the footings and conclusions to be derived from the entire 27 tables. Those companies taking the most time, usually furnish the more imperfect reports, and are the most dilatory in making the required corrections.

The act of May 3, 1873, entitled "An act to make more efficient the

reports of railway and telegraph companies," gives the Commissioner much additional authority, which, judiciously used, will be of great value in carrying out the purposes and objects for which this office was created. One immediate cause of the passage of this act, was the apparent disregard of his wishes exhibited by some companies in their answers to questions deemed important, in making an annual report either intelligible or of value. Some have continued for years to give as answer to important questions, "We keep no record!" The above act does not recognize this as a competent answer, except, if the answer required makes necessary any change in the forms or methods of keeping accounts, the Commissioner must give the company at least thirty days' notice prior to the commencement of the year for which such answer will be required. In accordance with this provision of the act, all the companies of the State were thus notified by a circular issued May 20th (for copy see appendix) comprising about fifty questions, some of which were new, the remainder those which had been evaded and unanswered by some of the companies heretofore. A like circular was also issued to the telegraph companies. A majority of the companies not heretofore keeping their accounts so as to give such facts have notified us that they have rearranged their books, and will be able to furnish them another year. It has not been our intention to ask any question of the companies without a valid reason for so doing, and, occasionally, a question once answered need not be repeated.

ROAD CROSSINGS.

The question as to "how many highways are crossed at grade" by each railroad in the State, was asked in order to show the impracticability of certain persons who have been urging (in view of the danger attending these crossings) that companies be prohibited from making grade crossings where possible to avoid them. Some have even claimed that roads now running should be required to make highway crossings, either over or under their roads, wherever practicable—involving an expense of millions of dollars. The Commissioners of Massachusetts recommended, in 1870, "that in future, crossings at grades should not be allowed where it is possible to avoid them, and all roads should be carried over or under the railroads where it can be done." They say "some of the existing crossings might now be changed to bridges," and suggest to railroad companies the propriety of such changes on all the principal lines.

In answer to this question in blanks furnished this year, 40 of the principal companies report 4,368 grade crossings upon their lines in this State. At a low estimate, an average of 20 trains pass over these each working day of the year, or, in the aggregate, more than 27 million trains cross highways at grade in the State annually. Many of these are upon

thoroughfares leading to cities and towns where trains cross most frequently, and where people are constantly passing; yet our accident tables show only two persons to have been killed and three injured at these crossings within the year, or but one person injured in more than 5,468,000 of these train-crossings.

Other questions, which may seem useless, will develop equally valuable results if correctly answered. The one requiring "mileage of empty cars" (though only eight companies could answer it this year), if properly kept and answered by all, will teach lessons which must have much to do in determining the *cost* of transportation, as well as with proposed legislation. It makes an important difference in the cost of freight carriage whether the "empty car mileage" is 17 per cent. as reported by the Pittsburgh, Fort Wayne & Chicago Railway Company, or 44 per cent., as reported by the Columbus & Hocking Valley Company.

The latter company earned with 56 per cent. of its freight car mileage \$887,512. If the other 44 per cent. could have been utilized at same rate, its earnings, without any increase of car mileage, would have been \$1,566,985, or its increased earnings for the year \$679,473; but this 44 per cent., instead of earning money, has added more than 40 per cent. to the cost of transporting the freight which earned the \$887,512. If by the continuation of its line to the lakes, or by any arrangement at either terminus, the company can utilize 5, 10 or 20 per cent. of this unproductive and costly 44 per cent., it can be readily seen that its earnings will be proportionately increased without increasing car mileage, and that its rates may be reduced without diminishing its net earnings.

If each company in the State could know annually the amount of this costly service upon its line, it is quite probable that some of them might save five or ten per cent. of this waste by improved connections or better management, and thus be able to give their stockholders better dividends and the people cheaper transportation. This important element in cost will not be ignored when the question of cheaper transportation is practically considered.

Among other new features of the current report will be found an abstract of the origin, changes, consolidations and leases of each company to June 30. Also, a table prefixed to the report of each company, giving termini, route, and length of line operated. The number of resident stockholders, and the amount of stock held and owned by them June 30. Also, a table of the rolling stock of each company belonging to other parties, not including the cars of other railroad companies passing over the line in the regular transportation of through freight, but includes engines, sleeping and other classes of cars rented to or

used upon the line, owned by parties outside of, and which have heretofore escaped taxation in the State. If correctly filled, this table must be of value in perfecting the tax lists. The "general balance sheet" now required has been more readily and accurately supplied than we had reason to hope for the first year, owing to the disposition heretofore existing with some persons to question the right of the State—except through its judicial authority—to ask such a statement for public inspection. If this sheet is properly filled, its value does not consist entirely in the information furnished by it to the public. It is a summing up of statements in the body of the report, and becomes a basis from which to check up and correct subsequent reports, and through which to determine their accuracy. Some of the balance sheets rendered this year are of no practical value to any one. To give under "liabilities" "stock and bonds," and under "assets" an equal amount as value of road and equipment, tells no fact which is not better stated under its respective head in the body of the report. This sheet should give as "assets"—cost of road and equipment as given in body of report; cost of any outside real estate; any bonds, stocks or securities held of other companies, designating kind, amount and market value; bills receivable; amounts coming from individuals or other companies, and any other item of income, including cash on hand. Under "liabilities," should be given—stock and bonds issued, giving classes; bills payable; dividends declared, and interest due, but unpaid; amounts due other companies or individuals, with surplus or profit and loss to balance.

The value and efficiency of future reports (if the office is properly sustained and its present authority continued) must largely depend upon the energy and ability of the Commissioner. Never until now has the power been placed in his hands to make the office of much practical value beyond the compilation and record of such statistics and facts as the companies were willing to furnish, and these often disconnected, incongruous, and quite inaccurate. Much improvement may yet be made in the forms for annual reports. Among other matters, they should exhibit items from which the Commissioner may determine as near as practicable the cost per mile of various classes of transportation upon each line of road in the State, with a view to the proper comparisons of the same, and be able to make such deductions as will be of value. This department is believed to have a mission and future before it which will be of much practical value to the people of the State, if the objects for which it was created are properly carried out.

OHIO STOCKHOLDERS.

There are 15,258 resident stockholders reported, holding \$31,106,380 capital stock, besides those of eight companies who did not answer these

questions, namely: Baltimore, Pittsburgh and Chicago; Cincinnati, Hamilton and Dayton; Cincinnati, Richmond and Chicago; Cincinnati, Sandusky and Cleveland; Columbus, Springfield and Cincinnati; Sandusky, Mansfield and Newark; Toledo, Wabash and Western; and the Valley Railway.

ROLLING STOCK NOT OWNED BY RAILWAY COMPANIES.

The returns under this head, though meagre and quite imperfect, show that 80 locomotives, 25 baggage, 52 passenger, 5,201 freight, and 154 drawing-room and sleeping cars are more or less used in the State to earn money for their non-resident owners. These, at a low estimate, are worth \$3,500,000, and it is quite certain the list does not include more than half the value of equipment employed upon our roads which escapes the taxation other property is subject to.

The "Merchants' Dispatch," "Empire Line," and "Star Union Line," all stock companies, and running their own cars in the State, are not included in the above list, and make no return of their property or business to any State officer.

There are "co-operative lines," such as the "White," "Red," "Globe," and some others, made up of equipment furnished pro rata by the several railroad companies forming a given line, the earnings going into the general funds of said companies, whose cars are interchanged solely for the accommodation of through freight, and included with other equipment in their general assessment for taxation.

But those enumerated above, with much other property of this nature, owned principally by foreign companies, has heretofore escaped taxation in the State, though paying a better profit upon the investment of its owners than any of our railroads. There should be the requisite provisions for the return of this property for taxation. Though the legislation of last winter provided the Commissioner with ample authority to examine upon oath any officer, agent, or other person who may know any facts relating to this class of property, and plans were partly matured before the adjournment of the session for entering upon a thorough investigation of this matter, as well as that relating to freight lines in general, and particularly those operated by foreign companies, yet an economic finance committee failed to recommend any appropriation for the purpose, though requested to do so by those who are not only interested in the equal taxation of property in the State, but in knowing why transportation lines, not operated in the interest of either the railroad stockholder or the public, should be permitted to absorb the "cream" of railroad traffic, and feed, vampire-like, upon the interests

of those parties. Experience has proven, as is fully believed, that the transportation by these companies can be quite as well done by railroad companies upon the "co-operative" or other plans, under their control, giving the public better rates and as ample accommodations and expedition as are now furnished, and save to the shipper and stockholder the large profits accruing to these outside organizations. The time was in the earlier history of transportation by rail when these lines seemed to some to be a necessity, in order to insure the economic and rapid movement of freight. If that necessity ever existed, however, it is clearly a thing of the past, and they can now be dispensed with, and relieve transportation of the extra burden of their support. The business of express companies is also extended far beyond what was primarily supposed to be their sphere of operations; from carrying goods, parcels, money-packages, and other valuable or light articles, amounting to a few hundreds or tons weight daily, they now carry cargoes of merchandise, machinery, agricultural products, etc., by car or train loads. Thus a railroad company which is not allowed to charge over five cents per ton per mile for freight, sells the use of an unlimited number of its cars to an express company at several times this rate, and the latter charges the shipper such rates as makes the business a very profitable one—the shippers being left to the mercy or cupidity of the managers as to rates, modified only by competition or supply and demand. Express companies, however, for the care and safe carriage of parcels, light goods, money, and other valuable packages, properly limited as to rates, seem to be an important adjunct to ordinary railroad transportation. Beyond this it is quite true that each railroad company should conduct its own transportation under one management, and have the undivided earnings of the same. But a business so remunerative as this, or that of freight lines, will not be readily surrendered. An investigation of their status or operations involves intricate questions. The parties to be examined are among the shrewdest business men of the country, and he who undertakes to obtain the requisite facts without due preparation and proper aid, will not be long in learning his mistake. A few hundred dollars judiciously expended in a critical investigation of these matters, would certainly be a valuable investment for the people of the State, and result in placing property amounting to millions of dollars upon the tax list which has heretofore, and still is escaping taxation in the State, besides developing a class of facts relating to transportation, as conducted by express and other companies, which will show that a very large amount and variety of freight is carried by them at rates which are neither limited or regulated by any State law.

Railroad managers often pursue an unbusiness-like and suicidal policy in reference to local traffic or local business. Notwithstanding, it is considered the basis of their profits, and that upon which they must rely for success. It is often treated as an incidental matter—a trade that cannot escape them and requiring little attention. As a result, we find a want of the usual evidences of thrift along such lines, both as relates to the roads and the communities through which they pass. In some instances, produce is hauled many miles away to other lines giving better rates and accommodations. No efforts will better remunerate a company than those judiciously spent in developing local trade. If the company would exercise the business foresight shown by the successful merchant or tradesman—if it would aid and encourage along its lines enterprises now in their infancy, or meritorious ones struggling for an increased business, by giving low rates and ample accommodations, it would, in numerous instances, secure in after years a most valuable and important traffic, not only from the sources referred to, but through the general prosperity which would exist where any successful business was prosecuted. But the wretched policy or rule adopted by many companies, of making the rates as high as is possible, and retain for the time being the business of the locality—instead of as low as the company can afford to make them, in view of its present and future interests—has depressed and crippled local enterprises upon their lines in many portions of the State. A case in point occurred a few years since at Warren, Trumbull county, on the line of the A. & G. W. R’y, 52 miles east from Cleveland, on a direct through route to New York. A Mr. G., manufacturer, had increased his business until his shipments by rail, principally to New York, aggregated from 5,000 to 8,000 tons annually. The freight charges were so high that he could not successfully compete with like manufacturers at Cleveland and other competing points. Upon investigation it was found he could pay local rates from Warren to Cleveland, 52 miles, and then, through the advantage of competition, return his products over the same or other lines to New York, and save from one dollar to three dollars per ton. All efforts to obtain a remedy or change in this unnatural and fatal management substantially failed. In due time he decided to erect a new mill upon an enlarged plan. His family and effects at Warren, he preferred that place, but the question of rates must decide the location. After failing to secure any reliable concession in rates from Warren, the mill was erected at Cleveland, and is now furnishing from 10,000 to 15,000 tons of freight annually to railroads at the reduced rates caused by competition. As some of the results of this “railway policy,” Warren lost a valuable and increasing traffic, with the natural growth which usually follows the

prosecution of a business requiring the distribution of at least one hundred thousand dollars annually in her midst; the laboring men there lost the advantages of the opportunity this would afford for their services; the A. & G. W. R'y Co. lost a permanent customer, who would have paid it thousands of dollars annually, and better rates than it could get for taking the same freight from Cleveland, 52 miles further away, besides the additional traffic consequent upon sustaining this successful one. In return for this management the company now gets whatever freight Mr. G. may give it at Cleveland. It will hardly be claimed that the company could not afford transportation as low to New York from Warren as from Cleveland, or that this traffic removed from competition was not worth securing to the railway company. Mr. G. informs me that the saving by the Cleveland instead of Warren rates has already more than paid all the extra cost of location, construction and management of the business at Cleveland. A small concession in rates would have secured the location of the new mill at Warren, and this important traffic to the A. & G. W. R'y. Subsequent management of this line, however, indicates a proper comprehension of the relations which should exist between the agents of the company and the public, and insures against a repetition of this folly; but the example given is not an isolated one. It has been substantially repeated with varying results upon nearly every road in the State leading to competing centres—sometimes driving the manufacturers out of business, and often to points where they can have the benefits of this competition.

The same disparity in rates formerly existed in the shipments of general merchandise from eastern markets west. Places located 50 or 60 miles nearer New York upon the lines of road over which the merchandise must pass, have had rates to them direct, so high that it was billed through to places of competition, and reshipped back at local rates, making a valuable saving to the shipper. The act of March 11, 1872, designed to correct this, has, in some instances, been quite advantageous to shippers thus situated.

THE "BOESEL LAW."

While the increase of railroad mileage in the State has been rapid for the past two years, reaching six hundred and fifty miles of new road ironed and about five hundred miles additional of road-bed graded, the increase would have been much greater for a few years to come, but for the decision of the Supreme Court of the State, declaring the "*Boesel Law*" unconstitutional. This decision put a sudden check upon the almost numberless schemes for lines of railroad originating with, or attempted

under this law. The few months of its existence witnessed an unparalleled activity in the State, on the part of adventurers and others, in projects for railroad construction. More than six millions of the people's bonds were deposited with the State Treasurer, and other millions authorized, or in preparation through preliminary proceedings.

That many good men were interested in worthy projects, which were either suddenly annihilated or temporarily delayed is quite true; and doubtless the money voted for some of these lines would have been a good investment for the people and section of country becoming liable for its payment; but many of these enterprises would only have resulted in developing another method of making a transfer of the people's money to the pockets of individuals, or of sinking it in excavations and embankments in a manner that would neither add to the wealth of the State or of the communities paying the money.

The disposition of our people to undertake enterprises upon credit, which they neither would, or could if the money was to be paid at once, has become chronic, and seems in some instances to need restraint by way of wholesome legislation.

RATES.

The question of fixing reasonable and permanent rates for the transportation of passengers and freight upon our railroads, either by National, State, or other authority than that of ownership, by special acts or laws of general application, which will prevent unjust discrimination, is perhaps the most important and intricate one within the scope of enactments relating to railroads. The right to control railroads and their management, by proper legislation, within proper limits, where it is needed to protect the public welfare, is now generally conceded; but the extent to which that control may be carried by the State, and the mode of its application, are the difficult problems.

It is a well-settled doctrine that railroad companies, through the exercise of powers delegated to them by the State, cannot acquire the right of way through private or other property, except for the "public use." The authority to condemn or take property upon any other hypothesis is in conflict with the reserved rights of the people and the spirit of our government—is an arrogation of power which is not delegated or contemplated by the constitution. The authority to construct and operate a railroad, crossing highways, water-courses and the like, is only a grant to individuals to do what the public itself might do in its own right and interest—a loan of authority for a specific purpose, never to be used in any manner which will contravene or be detrimental to the public interest. This "public use" implies a possession, occupation and enjoyment by the

public or public agencies, and there could be no protection to private property if the right of the government to seize and appropriate it could exist for any other use." * * * "There is no rule or principle known to our system under which private property can be taken from one man and transferred to another for the private use and benefit of such other person, whether by general laws or by special enactment. The purpose must be public, and must have reference to the needs of the government." (Cooley's Constitutional Limitation, pages 357 and 531.)

"The sovereign power has no right to take the property of one citizen and transfer it to another, even for a full compensation, where the public interest will not be promoted thereby; and an act of the Legislature making such a transfer would be a violation of the contract by which the land was granted by the government, and repugnant to the constitution." * * * "Such a transfer should not be attempted by the Legislature, unless the benefit which is to result to the public is of paramount importance in comparison with the individual loss or inconvenience." (Potter's Dwaris on Statutes and Constitutions, p. 375.)

The charters of corporations, however, are held to be contracts between the State and the corporators, and not subject to change or modification by the State alone, except as may be authorized by the terms of the charters. But these charters and the terms must be such as the Legislature has the right to grant. There are limits to legislative authority.

"One General Assembly cannot legitimately pass acts limiting the powers of its successor, or which a subsequent Legislature has not the right to repeal." "Acts of Parliament," says Blackstone, "derogatory to the power of subsequent Parliaments, bind not." To say that the Legislature may pass irrevocable laws, is to say it may alter the very constitution from which it derives its authority.

This principle is somewhat modified when the legislation partakes of the nature and substance of a contract. If a proper one for it to make, the constitution of the United States forbids subsequent legislation impairing its obligations.

The Legislature cannot, however, legitimately "barter away, or in any manner abridge or weaken, any of those essential powers which are inherent in all governments, and the existence of which in full vigor is important to the well-being of organized society. * * * Neither can subsequent legislation render that valid and effective which was originally passed in excess of its authority."

The title to property is held upon the implied condition that it must be surrendered whenever the exigencies of the public, duly evidenced, demand it.

Deeds of conveyance, legally executed, do not protect the land from appropriation. Special charters, under which occupancy has been had for years, do not bar a reappropriation for the "public use;" and any charter which, by its terms or conditions, permits a violation of the public welfare, bears *prima facie* evidence of illegitimacy; and if, in the exercise of its franchises, this public welfare is suborned or sacrificed for the benefit of individuals or corporations, and the proper restraint or remedy is not applied by existing authorities, that power which makes and unmakes constitutions—which creates legislatures and supplants them—which holds private property subordinate to the public good—will, through the proper exercise of its reserved rights, require corporations to be so managed as to protect its inheritance from invasion. This public welfare is of paramount importance to titles, or deeds, legislatures or charters, and constitutions are amended or made new at its bidding.

The rights and privileges, then, acquired by charters and through legislatures are not absolute and unlimited, but conditional and subordinate, their exercise always subject to such reasonable supervision and control as will insure the recognition and protection of the public welfare.

The authorities of several of the States of this country and of Europe have given much time and thought to the investigation and discussion of this subject, seeking to learn what is the proper mode and extent of control which may be exercised by the state, so as to insure to the public a system of rates which will not unjustly discriminate against localities or shippers, and at the same time be as low as an honest and competent management can afford to make them. A variety of plans and schemes have been presented, developing more or less merit, and yet too little to warrant general indorsement or recommendation. Different committees of investigation and writers upon the subject reach diverse and often conflicting results, determined somewhat by the facts before them or the stand-points from which they severally view the question. For thirty years the British Parliament and American legislatures have been making futile attempts to regulate this matter of rates, by statutory enactments. The system of "equal mileage rates," so persistently urged by certain advocates of reform, and so often a subject for legislation, is evidently impracticable, and in contravention of the recognized rules of trade and the established principles upon which the business of the country is conducted. The man who goes into the market and buys twenty thousand dollars' worth of merchandise, expects to get it at a less margin of profit to the seller than if he bought but twenty dollars or twenty hundred dollars' worth, and the seller is better satisfied, and more benefited

by the former purchase than the latter, though his *per centum* of profits is much less. The advocates of equal mileage rates, however, object to the application of this business custom to rates upon railroads, because, as is said, "they are built for the public use," and every citizen or customer is entitled equally to the benefits to be derived from them, regardless of his means or condition, and that an application of this rule would give the large shipper, or man who traveled most, advantages that he who shipped less or traveled little could not obtain. While we concede that the benefits and blessings of public improvements should be the equal inheritance of all, and dispensed to each upon the same conditions, a discrimination in rates on account of quantity, distance or like contingency, does not impair the proposition; nor can it be considered an unnatural or unjust rule which extends them to all upon the same terms. A railroad company makes more money with less annoyance and cost in doing the business of the large shipper than that of the small one, though the rates per ton are less to the former. For example: A and B are shipping coal from the same locality. A ships a train load daily, B ships but 15 or 20 cars per week, as he is able to mine and sell it. No argument is needed to convince a business man that the train load daily can be moved at a large per cent. less per ton than the occasional cars of B. One is reliable, and in quantity sufficient to merit special arrangements and attention. The other is irregular, and may often demand transportation when the company is least prepared to furnish it. The same advantages are apparent when distance is considered. From Columbus to Worthington is nine miles, to Cleveland, 138; freight for either place must be received, handled and loaded; on reaching its destination, unloaded, stored and delivered; in either case subjecting the cars and men to delay, during which they are earning nothing for the company. When a train is going through to Cleveland, and the additional freight is received, billed and loaded, it matters little, so far as regards cost to the company whether it is hauled 10, 20 or the 138 miles. The same engine and train-men, with only a trifle additional cost for power, can take the freight through to Cleveland as well as leave it at Worthington, and the company, be better remunerated in proportion to the actual cost of carriage, though the through rate per mile be no more than one-half or one-third that of the local.

An equipped road 100 or 1000 miles long, having a regular through business equal to its capacity, could reduce the average cost of carriage per mile per ton to the merest trifle, while in local traffic the large items of cost are the time and labor necessary to receive and discharge freight at the various stations. These "fixed costs" are the same as on through freight, and necessarily add to the mileage cost of carriage in proportion

as the distance diminishes. It is only while the wheels are moving that they earn the company money. There is, however, a kind of discrimination, not only unjust, but which should be discountenanced and prohibited. Where the business of shippers is similar in kind and quantity, and can be done by the company at about the same cost, but through personal interest, friendship, or for any other reason of this nature, a discrimination is made in favor of one which is not extended to others, the act is reprehensible and violates the spirit and intent of the privileges granted by the State. The same is true of localities; no privileges or concessions should be made in rates or facilities for transportation to one locality which are not granted to all similarly situated upon the same terms.

FIXED RATES.

The impropriety and impracticability of fixing unyielding and inflexible rates for transportation by general laws applicable to all roads, or by special acts applying to particular roads or classes of roads, seems too apparent to need comment. The almost unlimited differences in the condition of our roads, affected by location, grades, curves, equipment, regularity of business, management, changes in earnings caused by construction of branches by developing new industries, opening new mines, or making new connections, and the innumerable and diverse matters which come in to affect or change their status for better or worse, but develop the folly of attempts to regulate rates of transportation by inflexible law. Such acts, or those intended to govern rates upon the basis of gross earnings or net income, can be of but temporary value. They demand such frequent changes in order to be efficient or just, as to be of little service, and fail to accomplish the purpose desired. Laws which might be applicable and well adjusted to-day, may be quite the reverse a few months hence. General laws fixing rates which may rest lightly, and not perceptibly affect the operation of roads well located with light grades and well managed, would be quite oppressive and burdensome to those less fortunate. A schedule which would make the lowest practicable rates under which some of our roads could do business and maintain an existence, would be far above rates now charged upon other lines more fortunately situated.

Laws fixing maximum rates and intended solely to prevent extortion or excess in charges, may be consistently enforced; but the adjustment of rates below this, must necessarily be governed by the results of experience and the dictates of enlightened judgment. The owners or officers in charge, in view of the variety of conditions and diverse circumstances in which they and their roads are placed, should know best about the

necessities and capabilities of the property under their charge. But whatever rates are fixed by them, should not only be published but posted, so as to be accessible to the public, made uniform in their application, and never changed, except upon due notice and for the most substantial reasons. Any unjust discrimination to shippers or localities should subject the authors to heavy fines and imprisonment. Among the many efforts to regulate this matter by legislation is Senate Bill No. 125 of last session. This bill was drafted with much care, and brought before the last two Legislatures, exciting considerable discussion. It is an attempt upon a somewhat novel plan to solve the problem by legislation. Theoretically, it may be called a success, for it disposes of many of the insuperable difficulties encountered by other bills. Its distinctive features are in requiring each company to classify its freight, fixing, publishing and keeping conspicuously posted at each station its several rates for the transportation of freights and passengers; the freight rates not to be changed for three months, nor rates of fare for six months, except in special cases provided for by the bill. These published through rates are to be the gauge or bases for all local rates, which are regularly increased as the distance carried decreases, each company making and fixing its own through rates; those for freight are by the car-load, by the ton or by the hundred weight; passengers are divided into two classes. One hundred miles of continuous or connecting lines of road, or (where the termini are within the State) the whole length of the line though less than one hundred miles, becomes a basis upon which through rates are fixed by the company, and the per cent. of increase per mile for local rates is fixed by the bill, increasing the through rate per mile regularly as the distance carried decreases. Officers, agents, employes or attorneys are prohibited from having any interest in any fast or special freight line or express company doing business upon the road of which they are such officers, agents, employes or attorneys. Rates cannot be raised during the life of the published schedule, but may be reduced by publishing and posting a new one, but when so reduced, cannot be again raised until the expiration of the time for which the old schedule was made.

If the business of railway companies was regular in kind and quantity, or like that of some manufacturers, limited only by the ability of the owners or the capacity of their machinery, this bill would provide a proper and practical way to regulate rates for transportation; but the business of these companies is often the reverse of this, sometimes crowding itself upon them in quantities beyond their facilities for transportation; at others they have not enough for half the capacity of their equipment.

At one season, a large preponderance of the traffic is going in one direction; at another, this preponderance may be reversed; in either case requiring the transportation of a large per cent. of empty cars, or service that pays nothing, unless by a compromise in rates, freight is obtained which would not otherwise be moved, or if moved, taken by some other route. A case in point is the hauling of coke from Connellsville and vicinity to Zanesville, Columbus, Sandusky, and for other points in Ohio and the west, by the Baltimore and Ohio Railroad Company. This Company has, at times, a large excess of freight going east, and loads its cars at Connellsville, Pennsylvania, with coke for the west, rather than return them empty; but in doing this is obliged to compete with the Pennsylvania Company, whose route to the points named in Ohio is 175 miles shorter than that of the Baltimore Company. But during the past season the latter company has hauled from a thousand to fifteen hundred car loads of this coke in competition with the former, notwithstanding it has such an advantage in distance. Two things are accomplished by this: 1st, their competition helps fix a regular price for this traffic west; and 2d, secures freight which pays much better than to trundle empty cars. An application of the provisions of the bill would either deprive the company of the freight, and give the Pennsylvania Company a monopoly of it, or require it to publish its reduced rates per mile, and carry all freight in the same class at same rates, or require it to make a special class of coke, and carry all other coke on the line at like reduced rates. As no other rate is increased or affected by the transportation of this coke, it is only a question of dollars and cents whether to secure the traffic at a price which pays little more than train expenses, or return the cars empty at the expense of the company. The Railroad Gazette of August 30 says, in referring to the working of the new railroad law of Illinois: "The books of the Chicago and Alton road show that, during the month of July, there were received in Chicago [over that line] 7585 loaded cars, and for the same month there were forwarded back into the country 5394 empty cars. These cars went back empty, simply because the law does not permit the company to carry except at the established, uniform schedule-rates." The company would have been glad to load back at half the usual rates; shippers and consumers would not object to the reduction, "but the law prohibits it."

It is customary for companies who have roads to the coal-fields in this State to carry coal from the several banks at the same price per ton, though several miles intervene in their location. This puts the producers upon an equal footing in market, and gives the consumer advantage of the competition. The bill would make each pay per mile for the distance

hauled, and, in some instances, give the shipper well located such advantages that he could monopolize the market, dictate the prices for coal, and even drive other shippers, not as well located, out of the business. The Hocking Valley road, sending cars loaded with coal to Sandusky, Toledo or Chicago, can better afford to load back with lumber or ore at nominal rates than return cars empty; and the freight upon these articles to Columbus, or other points, may be reduced to one-half the usual rates, and no one injured by the reduction. The road would be benefited, because it has return freight which pays running expenses, instead of trundling empty cars at its own expense; the lumber and ore merchants benefited, because of the increased demand for their merchandise; and the consumer benefited, because of the reduced price of these commodities; yet the provisions of the bill would prohibit this transportation, unless all the lumber and ore moved on the line was carried at correspondingly low rates.

While rates, under these circumstances, upon certain lines may be very low, they should be required to be uniform for each class from each station, offered to all upon the same terms, and unchanged, except upon suitable notice to the public.

FOREIGN RAILWAYS.

In preparing this portion of the report, the information is principally obtained from the report of the joint committee of the British Parliament on Railway Companies Amalgamation, printed by order of the House of Commons, in August, 1872, and in many cases I have adopted, without further acknowledgment, either the language of the committee or of those reporting to it.

The policy of European governments, especially those of Continental Europe, has always been to so control their railroad lines through the terms of their concessions, and by State ownership of important lines, as in Belgium and Prussia, or a partial ownership, as in France and some portions of North Germany, as to be in a position to thoroughly dictate their rates and management. In France, as early as 1842, nine great lines were authorized, forming "communications from Paris towards Belgium, England, Germany, the Mediterranean, Spain, the Atlantic (by Tours and Nantes), and the centre of France by Bourges;" one forming communication between the Atlantic and the Rhine, and one between the Atlantic and Mediterranean. But in 1859, when a great number of new schemes had been projected, and new lines, in the hands of different companies, constructed, a general settlement of the railway system was effected, through the instrumentality of the Department of Public Works, by the fusion and consolidation of the different organizations, which, in ef-

fect, partitioned the State to six great companies, giving to each a distinct territory, the government finally guaranteeing a stipulated rate of interest upon a certain class of obligations, and virtually entering into a partnership with the companies, but retaining the general supervision and regulation of rates and fares, which are fixed in each case by the "*Cahier des Charges*." Accompanying the concession, a classification of goods is also given, and the bases of the rates to be demanded for each class set out. "In case any article is omitted, it is to be placed in the class with which it has the most analogy, the ultimate decision on the point being left to the government."

The rates given are maxima, and are applicable per kilometre (about five-eighths of our mile), and no change in rates is permitted, or the making of any special tariff affecting the original bases of charges, until the consent of the government is obtained, and then public notice must be given of the intended change for one year, if the rate is to be raised, and one month, if it is to be changed in any other way. Every tariff must be general in form, and alike applicable to every one. Special contracts are prohibited, and in the application of the special tariff there is an indispensable condition which requires that where a rate is fixed for any station, no intervening place shall be charged a higher rate for the same service. The system of surveillance exercised by government officers is very extensive and minute. There is an inspector-general, some of whose subordinates, called *commissaires*, may be found at every important station, and the system or line of each company is divided into sections and partitioned among these officers for the purposes of surveillance; and in all matters of public safety or interest it is a part of their duty to see that the regulations relating to the company are carried out.

Germany.—In North Germany the same principle is enforced as in France and Belgium, of giving publicity to every charge that is made for carrying goods, though the companies seem to have greater liberty in fixing their rates and fares than those of Belgium and France. By the Prussian railway law of 1838, the companies were required to "communicate to the government and publicly notify the tariff adopted," with all subsequent changes. If the rates were to be raised, six weeks' general notice must be given previous to their coming into operation. Recent concessions oblige the company not only to notify their tariffs to the government, but require its sanction to make them effective. No special rates are permitted; every charge made for transportation, whether under general or special tariff classifications, must be made public. The government exhibits a manifest desire to preserve a uniformity of rates

which shall be of general application. In addition to these restrictions, the Prussian government is an extensive owner of her railway lines. At the beginning of 1871 the State owned and operated more than three thousand miles, or nearly fifty per cent. of her entire railway mileage, which, with the assistance rendered private corporations—sometimes in the form of a subsidy, at others guaranteeing interest or dividends—gives the State almost unlimited control of her railway lines. It is well understood that the operating expenses of government lines are, as a rule, considerably in excess of those upon private lines.

Great Britain.—The English railway lines in their relation to the government, more nearly resemble those of this country than any others in Europe, and are perhaps the only ones with which we may consistently make comparisons with any practical results, or whose government bears a similar relation to their existence and control as our own. The state is not an owner, as in Belgium and Prussia, nor has it assisted the companies, as in France and other countries on the continent. Their railroads are all authorized by special charters or grants of Parliament, and all consolidations or important changes are submitted for its approval. Acts of Parliament, like acts of our Legislatures, are passed to protect the public interests, as well as the rights of the railway companies, yet there is this marked difference in the relation of the two countries to their railroad lines: in Great Britain, the several lines of road throughout their entire length are under the supervision of, and amendable to, one central legislative power, from which all their charters, privileges and general or special restrictions emanate; while here the matter is much complicated by the lines of road running through several States, which, so far as legislation is concerned, are distinct sovereignties, each issuing its own charters for lines within its boundaries, and making regulations and restrictions which can only apply to and affect the segment of the lines within its own limits, with no harmony of action upon the subject by the several States, unless by accident, each being limited in its legislation by State lines. Yet without these disadvantages, England, after thirty years' successive and persistent experimenting with a view to regulate transportation by law, has failed to establish an expedient or satisfactory system of rates for railway carriage, and Parliament seems as much or more at sea upon the question, than some of our State legislators, who are now giving the subject a casual consideration. This may arise because of the more thorough investigation and consequently a better appreciation by the former of the difficulties to be encountered. I have before me the report upon this subject made in 1872, by a joint select committee of both houses of the British Parliament, and published by order of the House of Commons. It is a "Blue

Book" of more than 1000 folio pages. The committee was evidently composed of men of marked ability and experience. The report includes the evidence and documents submitted to them. On pages 97-100 is found a summary of general conclusions to which the committee came, entered in short paragraphs, and numbered from 1 to 31 inclusive, from which I quote as follows:

1st. Past amalgamations have not brought with them the evils we anticipated.

2d. Competition between railways exists only to a limited extent and cannot be maintained by legislation.

8th. Equal mileage rates are inexpedient.

9th. It is impracticable to establish any standard for the revision of rates and fares founded on *cost* and *profit*.

10th. There would be much difficulty and little if any gain to the public in determining a maximum scale of "terminal charges."

12th. Periodical revision of rates and fares is impracticable without some *standard of revision*.

13th. Revision of rates and fares founded on a limitation of dividend to a fixed amount, is undesirable in the interest of the public.

14th. Revision of rates and fares, founded on a division of profit above a certain amount between the companies and the public, is attended with great if not insuperable difficulties.

15th. A new and uniform classification of rates is desirable and practicable, and there should be power to alter the classification from time to time, with consent of the commissioners.

The committee say "it is difficult to provide any fixed or self-acting rules which will, through the medium of self-interest or of the ordinary action of law, do what is necessary to protect the public," and give it as their opinion that there should be established a "railway and canal commission," consisting of not less than three competent persons, with good salaries, one of whom should be an eminent lawyer, and one at least well acquainted with railway management, to whom all questions of interest between the public and these corporations should be submitted; thus establishing in that country, but with additional powers, substantially what now exists in some of our States.

[As a result of this recommendation, a recent English journal says:

"Parliament has made provisions for three commissioners, with two assistants and the necessary clerks,"—who are to enter upon their duties without delay, and occupy the committee-room of the House of Lords. The powers conferred upon them are very liberal; they are authorized to call to their aid assessors and other experts, and decide

questions of law or fact which come before them. Their decisions or orders, may be made a rule of a superior court and enforced. They may sit in open court or in private, require the attendance of persons and documents, and punish for contempt. All complaints must be made in open court. The times, places, and manner of conducting their proceedings may be determined by themselves, with a view to the convenient and speedy dispatch of business.]

The report of the committee fully demonstrates the utter failure of attempts by Parliament to regulate freights and fares upon their lines by arbitrary and unyielding law, and their experience is but a repetition of the experience and failure of the several State Legislatures of this country.

It is unnecessary here to reiterate the experience of Ohio, or the results of the numerous and persistent efforts of her Legislature to fix upon some practical and equitable law governing this matter. The report of this office for 1869 gives a list of nine distinct rates authorized by law for the transportation of passengers and freight. The several acts since passed, and labored attempts each session to devise some system by which rates can be justly regulated by law, have failed, as in the past, to accomplish the object desired.

The railroad interests of Illinois are now in the midst of a severe ordeal through an experiment upon this subject, the result of a determined effort to establish through State authority a lower and more uniform system of rates for transportation; but the workings of the law at this writing, in many instances are plainly unsatisfactory, and fail to secure the end and purpose sought. The Legislature of Massachusetts in 1872, by resolution, directed the Commissioners of that State "to consider the subject of regulating fares and freights by law, and report in the form of bill or otherwise, on the first week of the next Legislature." Their investigations were thorough, and seem to combine the results of much special observation and study. After referring to their former discussion of this subject, and the able report of the joint committee of the British Parliament and the action of the various State Legislatures of this country, they say: "There is indeed no question connected with railroad legislation which has occasioned during the last forty years so much discussion, or so many statute enactments, as the attempt to regulate fares and freights by law." Their able report covers about thirty octavo pages, including abstracts of railway management in Great Britain, France and Germany, with liberal extracts from the report of the joint committee of Parliament. It is a critical review, reaffirming opinions expressed in former reports, which are substantially those reached by the parliamentary committee, in regard to the impracticability of "regulating

freights and fares upon a complex system of railways by inflexible law." In their report for 1872 they indicate three methods for controlling rates of transportation :

1st. By compulsory legislation such as we have been considering.

2d. Through State ownership, and operating side by side lines owned by the State, in competition with those owned by private corporations.

3d. By the results inevitably brought about in this country, through the agency of an enlightened public opinion.

After a full discussion of the three methods, they seem to believe the intricate problem may be solved through ownership by the State of a part of its railroad lines, to be so managed that through the influence of competition and example the rest can be controlled. Though the State is advised to proceed with the greatest caution, and misgivings as to the result are implied, this ownership and management is supposed to be the panacea for the irregularities and unjust discriminations complained of.

In report of January, 1871, they "suggest that the time has come for a practical attempt at the ownership of railroads by the State, and their management with a direct view to the interests of the public"; and "recommend that the Legislature, under its reserved power, take measures to immediately assume possession of some line of road within the limits of the commonwealth."

They name the "Fitchburg Railroad, with a view to its ultimate consolidation with the Troy and Greenfield road, including the Hoosac tunnel, which is now the property of the State." In subsequent reports they reaffirm their convictions above expressed, and say in report of 1873, "by controlling a portion of its railroad system, the State is in this way in a position to regulate the whole," and refer to and indorse their former recommendations upon the subject. They seem to base their belief in the success of this policy upon the experience of Belgium, and say, after a review of the various managements in foreign countries: "The Belgian system is the only one which apparently offers features worthy of careful consideration with a view to their adoption as a part of the policy of this commonwealth."

The theory seems to be, that State ownership or control of one or more of its trunk lines, economically managed, and run at the lowest practicable rates, would, by competition and example, not only control rates upon other lines, but demonstrate by practical experiment other important questions in railway management. The results in Belgium are cited as evidence of the practicability of the scheme. Belgium has about 11,000 square miles of territory, or a little more than one-fourth the area of the State of Ohio; and about 2,000 miles of railway, or less than half the mileage of this State. The government has managed to own and

control the best and most important lines in the country, not having at any time during the last forty years controlled less than about thirty per cent., and at some periods as high as sixty-four per cent. of her entire railroad mileage. At the beginning of 1872 she owned and controlled about forty-two per cent., or more than 800 miles of equipped railway, comprising the best located and most valuable lines, which, with the public purse and government patronage, made her a formidable competitor with private enterprise; and with this extended ownership she is able practically to regulate rates and prevent unjust discriminations.

Massachusetts with an area less than one-fifth, and a railroad mileage of a little more than one-third that of Ohio, may also, through State ownership, by "competition and example," regulate and control rates to some extent; but I apprehend she will need more than one line of road to make the experiment a success. The Belgian Government has controlled, upon an average, for the last forty years, about 40 per cent. of her best lines of railway. In 1870, however, private corporations, by a combination of interests and construction under former concessions, had so increased their mileage as to own about 70 per cent. of the railways of the country. This, when understood, seemed to alarm the Government, and resulted in requiring a change or modification of the terms of some of the concessions then existing, and authorizing the purchase of additional lines of railway, amounting to 601 kilometres (about 375 miles.) This, added to former mileage, gave the Government more than 47 per cent. of all the roads in the State, and enabled her to influence and, in some degree, control her private corporations.

Massachusetts to be in a condition, deemed essential in Belgium, to regulate this matter, would have to purchase more than 600 miles of railway, at a cost of nearly forty millions of dollars. Ohio, to be upon the same footing for regulating rates, would have to purchase more than 1,700 miles of road, at a cost of more than one hundred millions of dollars. It can hardly be supposed any one will be found advocating such an investment by our State, unless greater necessities present themselves than now exist. Unquestionably the State could negotiate securities at much less discount than private corporations, obtain money at less rates of interest, and the Legislature might be less annoyed from the clamor of parties desiring either its interference with railroads, or to prevent such interference; but these are minor considerations, when compared with the political and other questions involved. It is an admitted fact that Government management and control of public works has not heretofore been attended with marked success—that these works become party machinery, often used for the elevation of bad men to place and power, or to retain them therein. In addition, the adoption of this policy by the

State would be an evident invasion of a fundamental principle upon which our republican institutions are based, viz., "the greatest possible development of individual enterprise with the least possible interference by the Government." But, aside from these considerations, insuperable objections meet us in Ohio, in the fact that this is a "transit State," where nearly all our important lines are but segments of through routes. An ownership by the State of a portion of these, or of lines wholly within the State, could accomplish little else than to regulate local rates at a few competing points. Viewed either in an economic or political aspect, objections present themselves, outweighing any apparent benefits to be rendered. When the cost and uncertainty of results are considered, we think the solution of this question will hardly be sought through State ownership in Ohio.

The third mode suggested (viz., "the inevitable results brought about in this country through the agency of an enlightened public opinion making itself felt through discussion and the recognized official channels") is believed to have much merit in it. In a Government like ours this "public opinion" becomes almost omnipotent when brought to bear upon subjects involving the personal and pecuniary interests of the people, though great difficulty is often experienced in its proper control, and, when aroused, in the wise application of it as a corrective.

When reforms are attempted through this agency, unless managed by well-informed, considerate leaders, it often becomes arbitrary, unreasonable and excessive in its demands; not unfrequently going as much beyond the point of justice, as the evils complained of fall short of it. A full and well-defined understanding of the causes and extent of evils, supposed or known to exist, is indispensable to a well-directed application of the remedy.

FARMERS' GRANGES.

Herein is where trouble has arisen with the "Farmers' Granges" (so called) in some of the Western States. They believed, with good reasons, that rates upon their railroads were excessive and unjustly discriminating; that there had been irregularities in the construction and management of their lines, either by the companies controlling them, or individuals connected therewith; and without waiting for a systematic investigation, a thorough understanding of the evils existing, or a knowledge of the best means by which to abate or remove them, county and State conventions were called, and in some cases intemperate speeches and demands made, or, as in Illinois, immediate and questionable legislation had, adverse to railroad interests, and—as it has proven itself, to some extent—adverse to the public and State interests. We do not

believe these organizations intend or desire to injure railroads or their legitimate prosperity, but expect the companies to correct irregularities in their practices, inaugurate a more reliable policy for their management, and greater uniformity in their rates or transportation.

Hasty and inconsiderate action, however, is often worse than no action. Blundering and ineffectual attempts to remedy evils only weaken the influence and power of the would-be reformers, and give courage and strength to that which needs reformation. Ohio is reported as having more than 500 of these Granges, with a membership of more than 20,000.

Their purposes and objects, as set forth in constitutions, by laws, etc., are commendable, and if cautiously and consistently carried out, will be made of much practical benefit to the membership and others. There are interests especially affecting the farmer to be protected, and evils equally destructive to his interests to be corrected; but the extent to which the transportation question may be involved in these interests can only be approximated by intelligent and careful study. Any undue haste or irregular and improper efforts to provide a remedy for supposed or real grievances, will delay, and, perhaps, defeat the end desired.

One of the reasons for creating the office of State Railroad Commissioner, aside from providing a bureau for railroad statistics, was to establish a department through which the irregularities in management and unjust discriminations in transportation, complained of by the people, might be corrected. It was expected that those who had grievances of this nature would so present them that the Commissioner could properly take action for their relief; but judging from the complaints filed during the last two years, the people of Ohio are not extensive sufferers in this line. It is not uncommon, however, to meet men on the street or in the railroad car, who will denounce railroad companies upon general principles, and make wholesale charges against them, yet, in many cases, when asked to specify, to put these complaints in a shape to warrant action by the Commissioner, their courage or memory seems to fail them, and no valid reason is given for the charges and insinuations just uttered. There are, however, real grievances and real evils to be met and disposed of, but if any considerable portion of the public are suffering from these, the fault is, to a large extent, with themselves. Railroad officials manifest a desire to comply with the requests of the public, properly presented, and are beginning to look upon the people as "customers" whose reasonable wishes should be regarded. The few complaints filed here have received prompt attention, and in each case the railroad company interested has been equally prompt in acceding to the recommendations or suggestions of the Commissioner.

State offices have been created, and commissioners are now acting in the following States, viz., Maine three, New Hampshire three, Massachusetts three, Connecticut three, Ohio one, Michigan one, Illinois three, and Minnesota one. Seven or eight other States have already been agitating the question of their appointment, and doubtless several of them will be provided with these officers during the coming winter. These departments, if properly sustained by the legislatures of the several States, may render valuable service to the public by their general supervision of these important interests, and aid in bringing about any needed reformation relating to railroads. I trust arrangements will be made, at an early day, for the organization of these commissioners into a national committee or board, to meet at least semi-annually, for an interchange of views and the consideration of important questions relating to railroads and transportation. They might also do much to effect a change in the imperfect and incongruous legislation existing, and to be had in contiguous States through which the same lines of road extend, and valuably serve both the public and railway companies in other matters. It is a mistaken philanthropy or economy that will do anything to antagonize the interests of railroad companies and the public. These interests are so intertwined that injury or disaster to one will react and correspondingly affect the other. Indiscriminate and wholesale attacks upon railroad companies, resulting from a confused and undefined impression that something is wrong in their operations, with no definite idea of its location, extent, or the appropriate remedy, will only delay and make more uncertain the results of well-directed efforts. Their injustice and irregularities should be attacked and corrected. If this attempt is made legitimately, and is judiciously prosecuted, many railroad managers will join their efforts to banish the one and correct the other. A well-directed public sentiment has wonderful power in bringing about reforms in this country, and, when aroused, becomes almost irresistible. A majority of railroad officials are not unaware of this power, and have become peculiarly sensitive to it.

Marked reforms have already been wrought in the management of railroads and the conduct of their officers in this and other States through this agency. But a few years since it was a common matter upon some of our railroads for officers who were receiving large salaries from the companies to hold valuable private interests in freight lines of various names, in contracts for construction of new works, and for supplies of fuel and other materials to be used upon the roads they "pretended to manage," and these private interests were usually made to yield liberal incomes, though accomplished at the expense of the companies who were paying their salaries. I need not detail the case of a "freight line"

formed in 1865 to be operated upon a line of roads in this State, whereby some of its officers and their friends, with an invested capital of about \$6,000, divided in eighteen months \$130,000, or of the autocrats in the management of another line, who, monopolizing the coal trade, not only named the agent to whom the coal should be sold upon their road, but fixed the price; and the miner or shipper who did not accede to their terms could have no conveniences for shipping coal; or of the "middle man" upon another line who, when coal was in demand, required the shipper to either sell to him at a price named, or pay a consideration in addition to regular rates, for the use of each extra car; or of the officers of the latter company being owners of banks from which the road was supplied with coal at exorbitant prices, and of their successful efforts for nearly two years in keeping a better located rival company from either shipping coal upon or selling to their road, causing a loss to the railway company of \$20,000 or \$30,000 annually in freights and increased cost of fuel. These references might be continued in regard to like operations upon other lines, but many facts of this nature are of too recent date, and too well remembered by those who have interested themselves in this feature of railroad management, to need a repetition here. These are only cited to indicate a class of irregular and fraudulent operations carried on upon several lines of our railroads, a few years ago, to an alarming extent. Complaints of this nature are now quite uncommon, and it is believed such practices (with a few noted exceptions) are substantially driven from the roads of this State. That this department has aided in effecting these changes is perhaps not doubted. The creation of the office in 1867 was the result of a demand by the people for better protection from the encroachments and peculations of railroad companies and their officers. Though the authority of the Commissioner was quite limited, and his efforts comparatively inefficient for want of it, yet, aside from the historical and statistical matter collected by him, his existence and supervision have had a salutary effect upon their operations in the State. The legislation secured last winter enlarges this authority, and will enable him hereafter to obtain more full and accurate reports from the several companies, and to investigate any complaints of fraud or irregularities in connection with them. This is undoubtedly the proper and legitimate channel through which "Farmers' Granges" or the public should seek relief from what they term railroad oppression. When grievances, or evils known to exist, are properly presented, the Commissioner is under obligations to take action upon them, and with the law of last winter he has abundant authority for a thorough and extended investigation of the matter complained of. When evils are located and

well understood, the application of a remedy becomes less intricate or difficult, whether it be in the enforcement of present laws, or in securing further and needed legislation.

TAXATION.

In some of the States railroads are valued for taxation on the bases of annual incomes; and a customary rule has been to take three per cent. of gross income as the value of the road for taxation. While it is quite doubtful whether this rule will do greater justice than under our mode of appraisment, it is a singular fact that the appraisment for six years in Ohio has varied but a few thousandths of one per cent. below this rate in any one year, and averages within $\frac{27}{10000}$ of one per cent. of this rate for six years in succession. The year 1870 is an exception, from the fact that the Cincinnati and Muskingum Valley Railway Company, although paying its taxes, made no report of its gross earnings.

The application of this mode of appraisment in detail to the roads in the State would materially change many of the valuations now made, and though we would not recommend its adoption as a basis for taxation, it becomes an element in determining values of too much importance to be ignored by appraisers of this class of property.

The following table exhibits the gross income, valuation, taxes paid, and per cent. of taxes to income, of the railroads in the State for six consecutive years, with the average per cent. for the same time :

YEAR.	Gross income of railroads having lines in Ohio.	Proportion for Ohio according to miles.	Valuation of railroad property in Ohio for taxation.	Taxes paid by railroad companies in Ohio.	Per cent.
1868	\$47,118,722 44	\$28,788,827 28	\$50,440,742 89	\$817,611 22	2.840
1869	51,110,520 13	30,136,663 27	49,777,188 00	842,941 98	2.797
1870	52,895,812 59	*27,909,308 39	50,209,275 67	1,048,802 16	3.758
1871	59,151,418 82	30,384,518 27	64,876,682 00	902,029 82	2.968
1872	65,603,078 12	34,257,799 67	68,312,046 00	931,094 56	2.718
1873	74,917,263 40	38,175,332 39	79,213,550 00	1,095,634 55	2.870

Average per cent. of tax to gross income in Ohio for six years, 2.973.

VALUATION OF RAILROAD PROPERTY.

The following table shows the property of the several railroad companies in the State, as valued by the local boards for 1873, with changes

* From 1869 report, probably incorrect.

made by the State Board of Equalization for such property, taken from the report of the Auditor of State for 1873:

COMPANY.	By local boards.	CHANGES BY BOARD OF EQUALIZATION.			
		Per cent.	Additions.	Deductions.	As fixed.
Ashtabula, Youngstown and Pittsburgh..	\$384,750	.....	.....	.....	\$384,750
Atlantic and Great Western	3,421,747	5	.....	\$171,087	3,250,660
Baltimore and Ohio R. R., Washington Co	15,604	.....	.....	.....	15,604
Carrollton and Oneida	4,000	.....	.....	.....	4,000
Central Ohio (C. O. Div. B. and O.)	1,708,258	.....	.....	.....	1,708,258
Cincinnati, Hamilton and Dayton	3,485,701	24	\$87,142	.....	3,572,843
Cincinnati, Indiana and Lafayette	736,337	.....	.....	.....	736,337
Cincinnati and Muskingum Valley	1,198,168	3	.....	35,945	1,162,223
Cincinnati, Richmond and Chicago	303,093	.....	.....	.....	303,093
Cincinnati, Sandusky and Cleveland	1,052,725	.....	.....	.....	1,052,725
Cincinnati and Springfield	1,274,327	.....	.....	.....	1,274,327
Chicago and Canada Southern	40,100	.....	.....	.....	40,100
Cleve., Col., Cin'ti and Indianapolis	8,701,252	.....	.....	.....	8,701,252
Cleveland and Mahoning	1,953,676	.....	.....	.....	1,953,676
Cleveland, Mt. Vernon and Delaware....	1,258,965	.....	.....	.....	1,258,965
Cleveland and Pittsburgh	5,784,362	.....	.....	.....	5,784,362
Columbus and Hocking Valley	1,190,681	20	238,136	.....	1,428,817
Columbus, Springfield and Cincinnati ..	248,976	.....	.....	.....	248,976
Dayton and Michigan	1,810,230	5	90,511	.....	1,900,741
Dayton and Union	351,818	.....	.....	.....	351,818
Harrison Branch	72,129	.....	.....	.....	72,129
P. Hayden Switch	41,500	.....	.....	.....	41,500
Iron Railroad	109,750	.....	.....	.....	109,750
Junction Railroad (Cin. and Indianapolis)	206,665	.....	.....	.....	206,665
Lake Erie and Louisville	171,900	25	43,725	.....	218,625
Lake Shore and Michigan Southern	13,981,533	.....	.....	.....	13,981,533
Lake Shore and Tuscarawas Valley	932,780	.....	.....	.....	932,780
Lawrence Branch	94,672	.....	.....	.....	94,672
Mahoning Coal Railroad	276,500	.....	.....	.....	276,500
Mansfield, Coldwater and Lake Michigan	254,172	.....	.....	.....	254,172
Marietta and Cincinnati	2,958,058	.....	.....	.....	2,958,058
Marietta and Pittsburgh	379,550	.....	.....	.....	379,550
Newark, Somerset and Straitsville	265,850	.....	.....	.....	265,850
Ohio and Mississippi	594,939	5	29,747	.....	624,686
Painesville and Youngstown	50,052	.....	.....	.....	50,052
Pitt., Cin and St. Louis (Pan-Handle Div.)	2,587,347	2	51,747	.....	2,639,094
“ “ (Little Miami “)	4,774,135	.....	.....	.....	4,774,135
“ “ (C. C. & I. C. “)	2,641,569	10	.....	264,157	2,377,412
Pittsburgh, Ft. Wayne and Chicago	11,883,075	.....	.....	.....	11,883,075
Rocky River	24,810	.....	.....	.....	24,810
Salineville Branch	15,000	.....	.....	.....	15,000
Sandusky, Mansfield and Newark	879,810	.....	.....	.....	879,810
Toledo, Tiffin and Eastern	239,910	.....	.....	.....	239,910
Toledo, Wabash and Western	777,255	.....	.....	.....	777,255
Totals	79,143,731	.....	541,008	471,189	79,213,550

Certificates have been filed by companies within the year ending June 30, 1873, for the following purposes:

NEW INCORPORATIONS.

Painesville, Warren and Pittsburgh Railroad Company.—Certificate filed July 1, 1872. Capital stock \$100,000. To construct a railroad from a point at or near the mouth of Grand river, in the township of Painesville, Lake county, to a point at or near the track of the Ashtabula, Youngstown and Pittsburgh Railroad, in the township of Austintown, Ashtabula county, being wholly within the limits of said counties of Lake and Ashtabula.

Youngstown and Canfield Railroad Company.—Certificate filed July 1, 1872. Capital stock \$200,000. To construct a railroad from a point in the township of Youngstown, Mahoning county, on the south side of the Mahoning river near Hazelton, connecting with the Cleveland and Mahoning Railroad or Lawrence Railroad, to the township of Canfield, to connect with the Niles and New Lisbon Railway, at or near the village of Canfield, all in Mahoning county.

Toledo, Kokomo and St. Louis Railroad Company.—Certificate filed July 11, 1872. Capital stock \$1,000,000. To construct a railroad from Toledo, via the village of Paulding to a point on the west line of Paulding county, which would intersect a straight line from the village of Paulding to the village of Monroeville, in the State of Indiana; passing through the counties of Lucas, Wood, Henry, Defiance and Paulding.

Zanesville, Frazeysburg and Loudonville Railway Company.—Certificate filed July 12, 1872. Capital stock \$500,000. To construct a railroad from Zanesville to Loudonville; passing into and through the counties of Muskingum, Licking, Coshocton, Knox, Holmes and Ashland.

The Stillwater Valley Railway Company.—Certificate filed July 30, 1872. Capital stock \$500,000. To construct a railroad from Covington, Miami county, via Versailles, Darke county, and Celina, Mercer county, to Van Wert; passing through the counties of Miami, Darke, Mercer and Van Wert.

Shenango Valley, Youngstown and Chicago Railway Company.—Certificate filed August 10, 1872. Capital stock \$1,000,000. To construct a railroad from a point on the line of the P., Ft. W. & C. R'y, in Alliance, Stark county, to the eastern line of Ohio, in the township of Hubbard, Trumbull county; passing through the counties of Stark, Mahoning and Trumbull.

Cleveland, Ottawa and St. Louis Railroad Company.—Certificate filed August 28, 1872. Capital stock \$2,000,000. To construct a railroad from Ottawa, Putnam county, to Cleveland, Cuyahoga county; passing through the counties of Hancock, Seneca, Huron and Lorain.

New Lisbon and Salineville Railroad Company.—Certificate filed September 3, 1872. Capital stock \$150,000. To construct a railroad from New Lisbon to Salineville, all in Columbiana county.

The Del Carbo Railroad Company.—Certificate filed September 9, 1872. Capital stock \$100,000. To construct a railroad from a point in Newton township, Muskingum county, (where the present coal switch connected with the C. & M. V. R'y), to Newark, Licking county, the line all being within the counties named.

The Niles and Canfield Railroad Company.—Certificate filed September 10, 1872. Capital stock \$100,000. To construct a railroad from Niles, Trumbull county, to Canfield, Mahoning county, and being wholly within said counties.

Lake Erie and Elyria Railway Company.—Certificate filed October 2, 1872. Capital stock \$150,000. To construct a railroad from on or near the navigable waters of Black river in the town of Black River, Lorain county, to or near the village of Elyria, in said county.

Toledo and Columbus Railroad Company.—Certificate filed October 5, 1872. Capital stock \$500,000. To construct a railroad from Toledo to Columbus; passing through the counties of Lucas, Wood, Hancock, Hardin, Union and Franklin.

The Mansfield and Tuscarawas Valley Railroad Company.—Certificate filed November 14, 1872. Capital stock \$50,000. To construct a railroad from Mansfield to a point on the P., C. & St. L. R'y, at Newcomerstown; passing through the counties of Richland, Ashland, Holmes, Coshocton and Tuscarawas.

The Shawnee and Millerstown Railroad Company.—Certificate filed November 15, 1872. Capital stock \$300,000. To construct a railroad from Millerstown to Shawnee City, all within the county of Perry.

Detroit, Pioneer and Logansport Railroad Company.—Certificate filed November 25, 1872. Capital stock \$80,000. To construct a railroad, one terminus to be a point on the State line between Ohio and Indiana, in St. Joseph township, Williams county, where a direct line from the town of Pioneer in said Williams county to the town of Butler, in De Kalb county, Indiana, will cross the same; and the other terminus a point on the State line between Ohio and Michigan, in Madison township, said county of Williams, where a direct line from said town of Pioneer to the town of Hudson, Lenawee county, Michigan, will cross the same, being all within the county of Williams.

The Cleveland, Akron and Canton Railroad Company.—Certificate filed January 13, 1873. Capital stock \$2,000,000. To construct a railroad from a point upon the line of the Cleveland and Mahoning Railroad, about two miles easterly from the village of Newburgh, to a point at or near the city of Canton, passing through the counties of Cuyahoga, Summit and Stark.

Sandusky, Ashland and Tuscarawas Valley Railroad Company.—Certificate filed March 17, 1873. Capital stock \$200,000. To construct a railroad from Sandusky to Newcomerstown; passing through the counties of Erie, Huron, Ashland, Holmes, Coshocton and Tuscarawas.

Berlin and Pomeroy Railroad Company.—Certificate filed March 19, 1873. Capital stock \$500,000. To construct a railroad from Berlin, Jackson county, to Pomeroy, Meigs county; passing through the counties of Jackson, Vinton and Meigs.

Cleveland and Chagrin Falls Railroad Company.—Certificate filed April 17, 1873. Capital stock \$100,000. To construct a railroad from a point at or near the centre of Solon township, to a point at or near the village of Chagrin Falls, all within the county of Geauga.

The Cincinnati, Toledo and Michigan Midland Railway Company.—Certificate filed April 26, 1873. Capital stock \$5,000,000. To construct a railroad from Cincinnati to a point on the north line of the State in Fulton county; passing through the counties of Hamilton, Butler, Montgomery, Miami, Shelby, Anglaize, Allen, Putnam, Henry and Fulton.

Atlantic and South-Eastern Railway Company.—Certificate filed May 5, 1873. Capital stock \$500,000. To construct a railroad from Portland, in Warren township, Jefferson

county, to Salineville, Columbiana county; passing through the counties of Jefferson, Harrison, Carroll and Columbiana.

The Crestline and North-Western Railroad Company.—Certificate filed May 15, 1873. Capital stock \$50,000. To construct a railroad from Crestline to De Kalb, all within the county of Crawford.

Toledo and Maumee Narrow Gauge Railroad Company.—Certificate filed May 16, 1873. Capital stock \$125,000. To construct a railroad from Toledo to Maumee, all in Lucas county.

College Hill Railroad Company.—Certificate filed May 22, 1873. Capital stock \$100,000. To construct a railroad from Venice, in Ross township, Butler county, to Cincinnati; passing through the counties of Hamilton and Butler.

Mahoning Valley and State Line Railroad Company.—Certificate filed May 23, 1873. Capital stock \$600,000. To construct a railroad from a point in the State line between Ohio and Pennsylvania, in Poland township, Mahoning county, at or near where it is intersected by the Ohio and Pennsylvania canal; thence via Youngstown to Niles, Trumbull county; passing through the county of Mahoning and to said Niles, in the county of Trumbull.

The Martin's Ferry and Bellaire Railway Company.—Certificate filed May 29, 1873. Capital stock \$50,000. To construct a railroad from Martin's Ferry to Bellaire, all in the county of Belmont.

Cincinnati, Eaton and Union Railroad.—Certificate filed June 3, 1873. Capital stock \$400,000. To construct a railroad from Union City—and to or in the vicinity of Palestine and New Madison, Darke county, and Eldorado, in Preble county—to Eaton; passing through the counties of Darke and Preble.

Lowellville Branch of the Lawrence Railway.—Certificate filed June 3, 1873. Capital stock \$200,000. [Corrected certificate filed June 16.] To construct a railroad from Youngstown to a point on the line dividing the States of Ohio and Pennsylvania, in Poland township, where the Pennsylvania and Ohio canal crosses said line; about nine miles; all in Mahoning county.

The Dayton, North Vernon and Louisville Short Line Railway Company.—Certificate filed June 5, 1873. Capital stock \$500,000. To construct a railroad from Dayton, passing through the county of Montgomery, to College Green, in Preble county.

Warren, Ravenna and Cleveland Railroad Company.—Certificate filed June 17, 1873. Capital stock \$300,000. To construct a railroad from Warren to Ravenna; passing through the counties of Trumbull and Portage.

The Springfield, New Carlisle, Troy and Corington Railroad Company.—Certificate filed June 19, 1873. Capital stock \$200,000. To construct a railroad from Springfield to the track of the P. C. & St. L. Ry., at or near the depot of said road in the town of Covington; passing through the counties of Clarke and Miami.

Eastern Central Railroad Company.—Certificate filed June 27, 1873. Capital stock \$100,000. To construct a railroad from a point at or near Galion, passing through the counties of Crawford, Morrow, Richland, Ashland and Knox, to the village of Oxford, in Holmes county.

Cincinnati and White Water Valley Railroad Company.—Certificate filed June 28, 1873. Capital stock \$200,000. To construct a railroad from Valley Junction—a point about

two miles west of the town of Cleves—to North Bend, on the Ohio River; all in Hamilton county.

Scioto Valley Telegraph Company.—Certificate filed July 24, 1872. Capital stock \$15,000. To construct a line of telegraph from Columbus via Circleville, Chillicothe, Waverly and Portsmouth, to Ironton.

The American District Telegraph Company of Cincinnati.—Certificate filed November 19, 1872. Capital stock \$200,000. To construct lines radiating from Cincinnati to the boundary lines of Hamilton county in all directions.

CONSOLIDATIONS.

The Toledo, Canada Southern and Detroit Railway Company.—Filed July 15, 1872. Capital stock \$2,000,000. [Affirmatory certificate, dated July 19, filed August 1.] Formed by consolidation of the Detroit and State Line Railroad Company, of Michigan, and the Junction Railway Company, of Ohio. Articles dated May 29, 1872. Termini, Toledo, Ohio, and Detroit, Michigan.

The Cleveland and Mahoning Valley Railway Company.—Filed August 14, 1872. Capital stock \$2,759,200. Formed by the consolidation of the Cleveland and Mahoning Railroad Company (including the Hubbard Branch); the Niles and New Lisbon Railway Company, and the Liberty and Vienna Railroad Company. Articles dated July 25, 1872.

The Shenango Valley and Alliance Railway Company.—Filed November 7, 1872. Capital stock \$1,000,000. Formed by consolidating the Shenango Valley, Youngstown and Chicago Railway Company, of Ohio, with the Wheatland and Ohio Railway Company, of Pennsylvania. Articles dated October 28, 1872.

Lawrence Railroad Company.—Filed May 26, 1873. Capital stock \$500,000. Formed by consolidation of the Lawrence Railroad Company, existing under the laws of Pennsylvania and Ohio, and the Youngstown and Canfield Railroad Company, of Ohio. Articles dated April 23, 1873.

New York and Western Railway.—Filed May 26, 1873. Capital stock \$40,000,000. Formed by consolidation of the North American Railway Company, of Ohio, and the New York Western Railway Company, of Iowa, Illinois and Indiana.

REORGANIZATION AFTER JUDICIAL SALE.

Cincinnati, Hamilton and Indianapolis Railroad Company.—Certificate filed December 24, 1872. Capital stock \$2,500,000. On November 26, 1872, the franchises and other property of the Junction Railroad Company (its line extending from Indianapolis, Indiana, to Hamilton, Butler county, Ohio) passed to D. McLaren by judicial sale under decree of court. December 10, 1872, the above company was organized, and the road is now under the same management as, and run in connection with, the Cincinnati, Hamilton and Dayton Railroad.

SUPPLEMENTARY CERTIFICATES.

Marietta and Pittsburgh Railroad Company.—Filed August 7, 1872, to construct branches:
1. From a point on the main line near Liberty township, Guernsey county, to a connection with the Mansfield, Coldwater and Lake Michigan Railroad at Mansfield; passing through the counties of Guernsey, Coshocton, Holmes, Knox, Ashland and Richland; to be designated the "North West Extension."

2. From the main line at or near Point Pleasant, in Valley township, Guernsey county, via Cumberland, in Spencer township, to a connection with the Marietta and Muskingum Valley Railroad, at McConnellsville; passing through the counties of Noble, Muskingum, Guernsey and Morgan; to be designated the "McConnellsville Branch."

3. From a point on the main line in Salem township, Washington county, to a point in Elk township, in the east line of Noble county, near the town of Stafford, in Monroe county, to be designated the "East Fork Branch."

4. From a point in Jefferson township, near Dexter Station, in Noble county, up Buffalo Run, in Enoch township, in said county, to be designated "Dexter Coal Branch"

5. From a point on the main line in Marietta township, Washington county, through the city of Marietta, to a connection with the Marietta and Cincinnati Railroad, in the town of Harmar, in said county; to be designated the "Marietta City Branch."

Mahoning Coal Railroad Company.—Filed August 14, 1872. To construct a branch from the present terminus at Youngstown, to the village of Struthers, in Poland township, Mahoning county. And from a point at or near the present terminus at Youngstown, south-westerly up the south side of the Mahoning river to the Foster farm in the township of Youngstown.

Ohio Valley Railway Company.—Filed November 23, 1872. Decree of court changing southern terminus from Ironton to Cincinnati; passing through the counties of Scioto, Adams, Brown, Clermont and Hamilton, in addition to counties named in original articles of incorporation.

Cleveland, Mt. Vernon and Delaware Railroad Company.—Filed December 17, 1872. To construct a branch railroad from the main line near Oxford, in Holmes county, through Coshocton county, to a connection with the Pittsburgh, Cincinnati and St. Louis Railway, and the Cincinnati and Muskingum Valley Railway near Dresden, in Muskingum county.

Painesville and Youngstown Railroad Company.—Filed May 22, 1873. To construct a branch from a point on the main line at or near the village of Girard, Trumbull county, to a point in Poland township, Mahoning county, at or near where the bed of the Pennsylvania and Ohio Canal crosses the east line of the State of Ohio; passing through the counties of Trumbull and Mahoning; to be known as the "North West Branch of the Painesville and Youngstown Railroad."

Youngstown, Newton Falls and Ravenna Railroad Company.—Filed May 26, 1873. To extend from Youngstown to a point on the State line, between Ohio and Pennsylvania, at or near where it is intersected by the Ohio and Pennsylvania Canal, in the township of Poland, Mahoning county.

INCREASE OF STOCK.

Cleveland, Mt. Vernon and Delaware Railroad Company.—Certificate filed November 29, 1872, for issue of preferred stock, \$500,000; and December 17, 1872, for increase of \$1,000,000.

Columbus and Hocking Valley Railroad Company.—Certificate filed March 26, 1873. Increase, \$1,000,000.

RECOMMENDATIONS.

I would again respectfully suggest the necessity of a thorough compilation and codification of the corporation laws of this State, especially those relating to railroads. Every State officer or attorney, who has had

to examine these laws, is cognizant of their incongruities, and in many instances of their utter want of adaptation to the needs of the public, or the interests of the corporations. Their profuse and conflicting provisions embarrass and confuse those seeking information or desiring to understand their meaning. We recommended this revision on page 34 of last annual report. It has been urged by the Secretary of State, Attorney General, and other officers in former reports, because of their full conviction that the public interests demanded it. Through the personal efforts of a few friends, an act was passed by the last Legislature, entitled an act "to authorize the increase of capital stock of railroad companies." [Section 5 of this act was inserted in committee against our wishes.] This act, in six short sections, is a substitute for and repeals *five entire acts* upon the subject, passed at different dates, containing nineteen sections, and repeals four single sections upon the same subject, from an equal number of other acts, virtually combining in *four* sections of one act all that was of value to the public or corporations in twenty-three sections of nine different acts, and, in addition, fixes a uniform system for the increase of capital stock for all railroad companies in the State, and protects stockholders, if they avail themselves of its provisions, from the intrigues and frauds heretofore practiced upon them in some instances under the provisions of the old acts.

The above is but a sample of much of the legislation relating to corporations found in our statutes. It requires, in some instances, an expert of more than ordinary abilities to determine, amid this jumble, what the laws require, and whether a given company is obeying or breaking them. We trust the incoming Legislature will see the necessity for this revision and provide for it.

TRANSFER BOOKS.

It is believed the interests of resident stockholders and the public will be better protected if each railroad company be required to keep at its principal office in this State "transfer books," open for the inspection of its stockholders at all reasonable hours, in which shall be recorded the transfers of its stock, and be so kept as to exhibit the names and residence of its owners, with the amount of stock held by each; a transcript of such books taken upon a fixed day before the election of its directors to determine the right of parties to vote at such election; those only being allowed to vote who are owners of stock, as shown by it, or holders of approved proxies.

This would doubtless inconvenience some companies operating roads in the State, the majority of whose stock is held elsewhere. But there are more than fifteen thousand stockholders residents of the State, own-

ing and holding more than thirty-one millions of the capital stock of Ohio companies whose rights and interests should be guarded by suitable legislation.

CUMULATIVE VOTING.

Without any reference to the practicability or utility of this system, when applied to popular political elections, it is believed, if authorized in the election of directors or officers of corporate companies, in some instances, the interests of minorities will be much better protected than is usual with the present mode of selecting them. The minority may by this method be represented by a man of its choice in the directory of many of the railroads of the State, who, being legally entitled to a place in the meetings of the board, and having access to all its proceedings, might become a valuable check upon irregular operations, or those particularly in the interest of the few persons, who sometimes get control of a majority of the stock of a company for purposes antagonistic to its best interests. This plan would give general interest to these elections, which, as now conducted in many instances, are a mere legalized routine by which a few scheming men obtain place and power for purposes often not in the interest of either stockholders or the public. Under this plan of voting, the minority in a company having a paid-up capital stock of ten millions, electing thirteen directors, can elect one of them with less than eight hundred thousand dollars of its stock, and in a company with one million capital, electing seven directors, the minority, with less than one hundred and twenty thousand dollars of its capital, can have a representative in the board. If the latter company elects nine directors instead of seven, the minority could secure one member with about one hundred thousand dollars stock.

SPECULATIONS.

It is believed by many that the interests of stockholders and the public will be better served if it shall be made an offense, punishable by fine and imprisonment, for any director, officer or employe of a railroad company (operating a line of road in this State), either directly, by agent, or as beneficiary, to purchase, sell or deal in the stock or other securities of the company for which he is acting as such director, officer or employe, or have any private interest in any contract for labor, materials or supplies for the use of said company, or own or hold any interest in the stocks or securities of any other railroad, express, transportation, fast freight, rolling stock, or other company or organization, which may be operated for gain or profit upon or in connection with any railroad or

transportation line during his term of office or service. There is no company operating a line of road in this State which does not pay its officers a sufficient salary to command their best efforts and abilities in its service. There is, perhaps, no more prolific source of evil connected with the management of railroads than that of yielding to the frequent temptations for private speculation which are presented to the railroad officer; and it is believed the first or more important step towards reform in this management is to prevent, by adequate penalties, this diversion of the time, interests, and efforts of these officers and employes from the legitimate business pertaining to their respective positions.

SUPREME COURT DECISION.

In the Appendix will be found a copy of the "proceedings in the nature of *quo warranto*" against the Pittsburgh, Fort Wayne and Chicago Railway Company, with the opinion and decision of the Supreme Court, as rendered at the December term, 1872.

This decision is considered of more than ordinary importance, because of its virtual determination of the status and rights of other companies as well as those of the Pittsburgh, Fort Wayne and Chicago Company. It is believed that nearly all companies acting under special charters in this State have, through re-organization, consolidations, judicial sales or other changes, substantially surrendered the rights thus obtained to the State, and are now only entitled to the same privileges and subject to the same regulations as companies organized under our present constitution and laws. Some of these companies have accepted the situation, by reducing their rates to the maximum fixed by current legislation. Annual reports show that at the close of the last official year, twenty-six companies were charging rates for either freight or passengers in excess of those permitted by act of April 25, 1873. Several of these have since reduced their rates to the limit of the law. Some claim authority for higher rates through their special charters, while others are clearly violating the provisions of the above mentioned act, either in charges upon freight or passengers, and in some instances upon both these.

It is recommended, in order to determine the rights of these companies, that the Legislature authorize the Attorney-General to examine the changes which may have occurred in each of their organizations, and commence proceedings in *quo warranto* in any case where he may believe the company to have forfeited its chartered rights, unless such company shall notify him that it has already accepted the results of the decision when, perhaps, additional legislation is needed to make such notification binding. It seems desirable that all the roads of the State be, as soon

as practicable, placed upon one uniform basis as to legislative supervision and control. If any company has forfeited the privileges acquired by its special charter, it is quite unjust to permit it to have the benefits arising from such advantages, while a competing line by its side is deprived of them. One of these companies (with a special charter) increased or "watered" its stock in 1872 \$3,411,554, and paid the last year 17 per cent. dividends upon its capital thus aggregated. Though complaints have been made of the high rates upon this line, the company is apparently acting strictly within the limit of its chartered rights.

The following table exhibits the length and proportion of stock, debt and gross earnings of lines in Ohio which are owned or controlled and operated by foreign companies, and the amount of said stock owned in each company by citizens of Ohio.

COMPANY.	PROPORTIONS FOR OHIO.			Gross earnings.	Stock owned by citizens of Ohio.
	Length Miles.	Stock.	Funded and other debt.		
A. & G. W. R. R. Co....	248	\$14,281,223 84	\$38,190,326 00	\$3,869,434 14	\$6,150 00
C. & Mahon. Val....	121	2,759,200 00	1,967,600 00		700 00
C. H. & D.....	60	-----	-----	-----	-----
	429	\$17,040,423 84	\$40,157,926 00	-----	\$6,850 00
Pennsylvania Co.—					
A. Y. & P.....	63.50	\$1,298,509 72	\$1,500,000 00	-----	\$207,509 72
Cleve. & Pitts.....	184.75	10,393,394 56	4,075 276 16	\$3,029,709 71	*
P. Ft. W. & Chi.....	259.30	11,920,669 31	7,290,130 07	5,150,173 02	2,590,500 00
P. C. & St. L.....	125	6,608,378 70	9,226,486 43	4,575,675 12	521,100 00
Col. & Xenia.....	55	1,786,200 00	302,000 00	-----	1,445,050 00
Little Miami.....	138	4,608,250 00	2,242,000 00	-----	2,866,200 00
D. & W.....		-----	-----	-----	Stock smk.
C. C. & I. C.....	136.90	3,146,171 46	5,885,484 32	-----	\$103,100 00
Cin. & M. V.....	148.44	3,996,670 00	1,541,554 44	478,155 38	66,450 00
M. C. & L. M.....	44	474,643 86	2,460,000 00	8,803 54	449,400 00
Toledo, Tiffin & E..	42	273,511 72	856,564 88	8,797 20	135,511 72
C. Mt. V. & D.....	145	1,562,791 92	2,300,000 00	305,786 14	171,791 92
Mass. & Cleve.....	12.50	195,255 00	100,000 00	-----	70,505 00
	1,354.39	\$46,264,440 25	\$37,779,496 30	\$13,557,100 11	\$8,627,118 36
Baltimore & Ohio—					
Central Ohio.....	137	\$2,849,500 00	\$2,500,000 00	\$1,044,855 14	\$544,250 00
Marietta & Cin.....	276 80	14,000,000 00	12,655,546 00	2,195,539 38	1,261,150 00
Newark, Som. & S..	44	873,650 00	875,104 00	148,591 31	773,650 00
S. M. & Newark....	116.25	938,000 00	2,309,843 93	715,250 30	*
	574.05	\$18,661,150 00	\$18,340,493 93	\$4,104,236 13	\$2,580,050 00
Lake Shore & M. S... Mahoning Coal.....	378.59 38	\$17,474,606 92 1,075,000 00	\$11,277,233 39 1,173,179 30	\$6,337,051 39 -----	\$5,585,600 00 365,600 00
	416 59	\$18,549,606 92	\$13,450,412 69	-----	\$5,951,200 00
I. C. & Lafayette—					
Cin. & Indiana.....	20.50	\$500,000 00	\$2,299,050 20	\$210,417 33	\$44,550 00
Ohio & Miss.....	19.53	1,194,161 85	560,498 11	186,574 58	65,950 00
Tol., Wab. & Western.	75.50	2,003,981 40	2,383,861 16	717,528 59	*
Chicago & Can. S.. }	4	135,417 40	126,582 60	-----	*
T. C. S. & Det.... }	7	174,186 04	139,186 04	-----	† \$300,000 00
	11	\$309,603 44	\$265,768 64	-----	-----
Cin., San. & Cleve'd..	145.50	\$4,424,342 45	\$2,513,644 60	\$740,771 78	*
Col., Sp. & Cin.....	45	1,000,000 00	1,000,000 00	-----	*
	190.50	\$5,424,342 45	\$3,513,644 60	-----	-----

* Not reported.

† This is for entire line.

FOREIGN COMPANIES IN OHIO—Continued.

COMPANY.	PROPORTIONS FOR OHIO.			Gross earnings.	Stock owned by citizens of Ohio.
	Length	Stock.	Funded and other debt.		
C. C. C. & I.	307	\$11,770,935 67	\$3,034,888 41	\$3,810,542 33	\$1,171,700 00
Cin. & Spr'gfield }	48.50	1,100,000 00	2,725,524 96	603,495 32	
Cin., San. & C. }	25			64,343 82	
Cin. & Baltimore }	7				
	387.50	\$12,870,935 67	\$5,760,412 37	\$4,478,381 47	
Totals	3,478.56	\$122,818,651 82	\$124,511,565 00	\$34,201,495 52	\$18,747,418 36

It will be seen that 3,479 of the 4,163 miles of road in this State, or 83 per cent. of the entire railway mileage, is substantially owned by foreign corporations. This mileage is represented by \$122,818,652 "paid in capital," (though many millions of it is what is termed "water"). Residents of Ohio are owning or holding but \$18,747,418, or about 18 per cent. of the stock of the lines reporting them. Those not reporting would probably diminish rather than increase this percentum. The gross earnings of these lines, for the year ending June 30, amounted to \$34,201,495. Though the above list is a formidable one, the stronger companies are constantly receiving accessions by the absorption of other lines and the construction of new feeders. It needs no prophet's ken to say that three, or at most four, foreign corporations will soon hold and operate more than nine-tenths of all the railway mileage of the State. We also find in the list many of the most profitable lines, or those paying the largest dividends. While every reasonable protection and encouragement should be extended to these companies and others desiring to invest money in the State, there is a necessity of great care that we do not, through legislation, oppress or discriminate against domestic companies, or those constructing new lines, by dealing with them in a manner we do not attempt, or, perhaps, suppose we are unable to do with other or older companies. A careful examination of the above list will reveal the fact that nearly 90 per cent. of the mileage there represented has heretofore been (and a large proportion is still) operated under the protection of special charters, granting them privileges which we refuse to extend to domestic or other lines of recent construction. It is a well-established fact that roads which have become settled, supplied with the necessary rolling-stock, sidings, stations, shops, etc., and having their running connections and business

* Not reported.

established, can afford transportation at rates which would be ruinous to a company operating a new, unsettled and poorly equipped line, with connections and business undeveloped. To illustrate : The Cleveland and Pittsburgh Company can make more money at three cents for passengers, and five cents per ton for freight, per mile, than the new line of the Lake Shore and Tuscarawas Valley can at four cents and eight cents, respectively. Yet, as the laws now stand under which the two lines are operated, these privileges or rates are reversed. The Cleveland and Pittsburgh can charge four cents for passengers and eight cents for freight per mile, for any distance, while the Lake Shore and Tuscarawas Valley Company is forbidden to take more than three cents per mile for passengers carried over eight miles, and five cents per ton for freight carried thirty miles or over. This is not an isolated case ; a similar disparity in rates exists between all companies operating lines constructed under authority of our present constitution and laws and those operating under authority of special charters. This is evidently unjust. It is discriminating in the wrong direction. Yet there are those—making no apparent efforts to correct this injustice—who would further limit these rates, when such action can only affect disastrously some lines which rather need support by legislation to prevent them falling a prey to larger monopolies. Is there not danger of driving capital and investments away from the State by this unsettled and discriminating policy ? Neither domestic or foreign organizations desiring to construct independent lines will have much encouragement to make investments here if this is continued. Would not there be more justice in first authorizing proceedings to determine the rights of companies to the privileges claimed through special charters, with a view to placing all the roads of the State upon a uniform basis as to rates. If any change is to be made relative to other companies, enlarge the limit of rates to newly opened lines, and allow them to charge three and one-half cents and six cents per mile, respectively, for passengers and freight, for a limited term ; say two or three years from the time any part of their road is open for business ; after which the uniform limit applicable to all roads should govern them. It is of much importance that we adopt, at the earliest day practicable, a liberal but settled policy in regard to all the lines of road in the State. Uniformity and stability of treatment is not only desirable, but absolutely essential to the harmonious working and general prosperity of these interests, which form so important an element in the welfare of the State.

It is particularly recommended that the act of April 25, 1873, fixing the maximum rate for carrying passengers at three cents per mile for more than eight miles, be so amended, for the convenience of the public, as to

require the amount charged any passenger to be a multiple of five. As now fixed, the fare is twenty-seven cents for nine miles, thirty-three for eleven miles, thirty-six for twelve miles, etc. Passengers do not usually carry pennies, agents do not supply them, or take less than ticket rates. Though the excess paid by each is small in detail, it may become a large aggregate, and is often a source of annoyance, which only adds to the pay of agents. If the law be so amended as to require the fare to be fixed at that multiple of five nearest reached by multiplying the rate by the distance, this inconvenience to the public will be removed, railway companies better satisfied, and the law in no way less effective than now.

BRIDGES.

The report of Captain Williams, engineer, appointed by this department as an "expert" to examine bridges, trestles and other matters connected with the lines of road in this State, will be found in Appendix "A," to which reference may be had for information as to the condition of the roads and these superstructures. No one acquainted with the facts will doubt the wisdom of an occasional *critical examination*, such as has been given to this most important portion of the railway track. While it is of paramount and vital interest to the several companies, as well as the public, that these structures be strong and safe beyond a question, it is equally true that, in some instances—though neither intentionally or always with the knowledge of those having them in charge—bridges and trestles are permitted to become unsafe. The needed repairs or reconstruction is too often delayed for want of funds, press of other work, or for a less important reason, until the danger may be imminent. An examination of the nature given not only discovers these imperfections or defects, but calls the direct attention of those interested to the matter, and results in immediate repairs or renewals. There are twenty miles of these bridges and eighteen miles of trestlings upon the roads of the State, besides cattle-passes, sluices and culverts.

The examination just closed finds them, with a few exceptions, in comparatively good condition. No additional appropriation for this object will be asked for the next year, there being in the treasury about \$350 of the fund still unexpended, which is deemed sufficient for all probable necessities.

The following abstracts of the corporate history of each of the several lines of railroad operated in the State, prepared by Mr. C. T. Flowers, Clerk in this office, are believed to be of interest to those desiring information of this nature, and are presented here in alphabetical order.

In their preparation many of the facts, etc., are derived from Vol. 1 of 1870 report, by Hon. Geo. B. Wright, former Commissioner.

ASHTABULA, YOUNGSTOWN AND PITTSBURGH RAILROAD COMPANY.

This company was incorporated by filing its certificate of organization with the Secretary of State of Ohio, February 11, 1870, to construct a railroad from Youngstown, the terminus of the Lawrence Branch of the Pittsburgh, Fort Wayne and Chicago Railway, to Ashtabula Harbor, on Lake Erie.

The company adopted and completed the partially constructed line of the Ashtabula and New Lisbon Railway Company, (chartered, February 20, 1853), from Niles to Ashtabula, paying the balance of the old mortgage thereon, about \$12,000; that portion lying south from Niles being now a part of the Cleveland and Mahoning Valley Railway.

August 1, 1871, they purchased for \$200,000 that part of the Liberty and Vienna Railroad extending from the junction of the Lawrence Railroad at Youngstown to Girard, five and one-half miles, and constructed the link between that point and Niles, thus forming a continuous line.

A contract has been made with the Pennsylvania Company, by which it is to operate the road for 99 years, in harmony with its other lines, dividing net earnings pro rata.

"The road was operated during May and June, [1873,] for or on account of the contractors," but no report thereof has been made to this office.

ATLANTIC AND GREAT WESTERN RAILROAD COMPANY.

The history of this company under its present organization is involved in that of a number of corporations formed by the States of Ohio, Pennsylvania and New York.

In Ohio, the Franklin and Warren Railroad Company was chartered March 10, 1851, (49 O. L., 444,) to construct a road from Franklin, Portage county, via Warren, Trumbull county, to the east line of the State; with power to "continue the same from its place of beginning in a westerly or south-westerly direction, to connect with any other railroad within this State which the directors may deem advisable."

Under this authority, the line was constructed from a point on the State line in Trumbull county to Dayton, 246 miles, and a branch from Wadsworth to coal mines, five and one-half miles.

By decree of the Common Pleas Court of Portage county, dated October 17, 1854, the name of the Franklin and Warren Railroad Company was changed to Atlantic and Great Western Railroad Company.

In Pennsylvania, the act of the Legislature of May 20, 1857, incorporating the Meadville Railroad Company, to construct a road from, at, or near Meadville, to Erie, and from Meadville to the coal fields of Mercer county, authorized that company to purchase, and the Pittsburgh and Erie Railroad Company, chartered April 21, 1846, to sell the property and franchises, or any portion thereof, of the latter named company, within the counties of Crawford and Mercer. The first named company accordingly purchased the property, rights and franchises of the Pittsburgh and Erie Company within the

counties specified, embracing the proposed line of the Meadville Railroad Company therein.

The name of the Meadville Railroad Company was by act of April 15, 1858, changed to Atlantic and Great Western Railroad Company of Pennsylvania.

In New York, the Erie and New York city Railroad Company was incorporated by articles of association filed March 12, 1852, with the Secretary of State; but in 1860, the Company failing to complete its proposed line, sold by authority of act April 10, 1860, about thirty-eight miles of road, from Salamanca to near Ashville, to the Atlantic and Great Western Railroad Company in New York, which was incorporated by filing with the Secretary of State, May 18, 1859, its articles of association. Afterward, in 1864, the former company was dissolved, dividing its assets among the stockholders.

The Atlantic and Great Western Railroad Company of New York, incorporated by articles of association filed December 9, 1858, with the Secretary of State, transferred ten miles of its line to the Atlantic and Great Western Railroad Company in New York (named above), and August 16, 1860, was dissolved.

The Buffalo Extension of the Atlantic and Great Western Railway Company filed its articles of association with the Secretary of State May 14, 1864.

Consolidation, etc.—Under agreement dated August 19, 1865, filed in office of Secretary of State of Ohio, October 2, 1865, the Atlantic and Great Western Railroad Companies of Pennsylvania, of Ohio, and of New York, and the Buffalo Extension of the Atlantic and Great Western Railway Company of New York, were consolidated and merged into one corporation, taking the name of Atlantic and Great Western Railway Company.

In consequence of suits brought for the foreclosure of mortgages by order of court on 1st of April, 1867, the road, property, etc., of the consolidated company was by deed conveyed and turned over to Gen. R. B. Potter, as receiver, who continued to operate the road, branches and leased lines to December 7, 1868, when, by provisions of a lease made for the term of twelve years, the whole was transferred to the Erie Railway Company, but was only operated by them four months; the courts of New York, Pennsylvania, and Ohio, at the suits of creditors, placing the road and property, April 9, 1869, again in the hands of receivers—Jay Gould and W. A. O'Doherty receiving the appointment.

On 27th November following the jurisdiction of Messrs. Gould and O'Doherty ceasing by arrangement between parties in interest; Hon. Renben Hitchcock was appointed receiver of the road in Ohio, and December 29, 1869, and January 15, 1870, of the portions in New York and Pennsylvania, respectively, taking possession and operating the line until February 24, 1870, when, under authority of the several courts having jurisdiction, the entire road, branches, leased lines, etc., were re-leased to the Erie Railway Company, lease taking effect as of January 1, 1870, to continue until foreclosure of mortgages and sale of road, or during the receivership, and providing for the maintenance of the road in good condition, and the payment monthly of 30 per cent. of its gross earnings.

In July, 1871, the property of the consolidated Atlantic and Great Western Railway Company, in the States of New York, Pennsylvania and Ohio, was sold under its second mortgage, and the sale being duly confirmed by the courts of the respective States, the Erie Railway Company, lessee, surrendered the property September 1, 1871. From that date it has been operated by the Atlantic and Great Western Railroad Company, re-organized after the judicial sale (in Ohio, certificate, with deed of transfer, filed in office of Secretary of State, October 19, 1871), and consolidated by articles dated November 10 (filed November 20, 1871), between the respective companies of New York, Pennsylvania and Ohio.

Leased Lines: October 7, 1863, a lease was made for ninety-nine years of the road of the Cleveland and Mahoning Railroad Company with the Hubbard Branch, extending from Cleveland, *via* Youngstown, to State line, 79½ miles. August 7, 1872, the Cleveland and Mahoning Railroad Company, the Niles and New Lisbon Railway Company, and the Liberty and Vienna Railroad Company, under agreement of consolidation effected an organization as the Cleveland and Mahoning Valley Railway Company, and leased the line of the new company, 121 miles, for remainder of time fixed by original lease to the Atlantic and Great Western Railroad Company.

The company also lease from the Cincinnati, Hamilton and Dayton Railroad Company the wide track of their double-gauge road from Dayton to Cincinnati, sixty miles.

ATLANTIC AND LAKE ERIE RAILWAY COMPANY

This company filed its certificate of incorporation with the Secretary of State June 12, 1869, to build a road, naming Pomeroy and Toledo as terminal points, length two hundred and thirty-five miles. The line, as located, passes through Fostoria, Bucyrus, Mt. Gilead, Granville, New Lexington and Athens.

Of the grading done (99 miles), about sixty miles is between Bucyrus and Toledo, and thirty-nine miles in Licking, Perry and Fairfield counties. A considerable amount of heavy work has also been done on nine miles of the southern portion of the line in Meigs county.

The construction so far has been paid for by collections on stock subscribed along the line of the road, no bonds having been issued.

BALTIMORE, PITTSBURGH AND CHICAGO RAILWAY COMPANY (OHIO DIVISION).

This company filed its certificate of organization with the Secretary of State March 13, 1872, to construct a railroad from a point on the boundary line between Ohio and Pennsylvania, in Poland township, Mahoning county, to a point on the line between Ohio and Indiana, either in the township of Hicksville or Milford, Defiance county, passing through the counties of Mahoning, Trumbull, Portage, Summit, Medina, Lorain, Huron, Seneca, Hancock, Wood, Henry and Defiance. Construction was commenced near Centreton, on the Lake Erie Division of the Baltimore and Ohio Railroad, in Huron county, and at date of this report (December 20) the road has been laid with rail from that point to Deshler, on the Dayton and Michigan Railroad, sixty-two and one-half miles, and is opened for business that distance.

The present proposed length in the State is from Centreton to the Indiana State line, about 110 miles.

BALTIMORE SHORT-LINE RAILWAY COMPANY.

The certificate of organization of this company, to build a railroad from Warren's Station (on the Marietta and Cincinnati Railroad), Athens county, to Belpre, thirty miles, through the counties of Athens and Washington, was filed with the Secretary of State September 9, 1870, and the road is now in process of construction. This route materially shortens the line of the Marietta and Cincinnati Railroad, and secures more favorable grades.

CARROLLTON AND ONEIDA RAILROAD.

By act March 9, 1850 (48 O. L., 251), the Carroll County Railroad Company was chartered, authorized to build a railroad from Carrollton to a point on the Sandy and Beaver

Canal, and with power to connect with any railroad with which arrangements might be made for that purpose.

The road was constructed, laid with strap-iron, twelve miles in length, from Carrollton to Oneida, a station on the Cleveland and Pittsburgh Railroad, and opened for business in 1854, but its earnings were insufficient to meet current expenses, and the company became insolvent. Suits were brought against it, and the road was sold on execution February 7, 1859.

The purchasers operated it several years, but suffered the road to run down, and in February, 1866, organized the Carrollton and Oneida Railroad Company, under the general law of May 1, 1852, taking Carrollton and Oneida as termini, and adopting the old line of road.

August 1, 1873, the road passed into the hands of the Ohio and Toledo Railroad Company, which was incorporated by filing certificate of organization with the Secretary of State of Ohio May 14, 1872. Termini given, St. Clair township, Columbiana county, and Oregon township, Lucas county, near Toledo.

CENTRAL OHIO RAILROAD COMPANY.

This company was chartered by act of February 8, 1847 (45 O. L., 178), with authority to construct a road from Columbus via Newark and Zanesville, to such point on the Ohio River as the directors may select; who were also authorized, whenever deemed by them expedient, to extend said railroad westward from Columbus to the dividing line between Ohio and Indiana. Under the charter and several amendments thereto the road was built and opened between Columbus and Bellaire, 137 miles; but before its completion the company became financially embarrassed, and April 21, 1859, suit was brought by the trustee of one of the mortgages in the Circuit Court of the United States for the Southern District of Ohio for foreclosure of mortgages and sale of the road, and a receiver was appointed and placed in charge.

March 14, 1864, during continuance of suit, by consent and approval of court, the company and receiver effected an arrangement with the Steubenville and Indiana Railroad Company (now merged in the P. C. & St. L. Ry. Co.) for the sale of the undivided one-half of the 33 miles of road lying between Columbus and Newark, which was perfected by deed conveying said interest dated August 31, 1864. A plan of reorganization and capitalization of stock and debt having been agreed upon, in pursuance of orders of the court sale was made March 28, 1865, of the property and franchises existing in the company, which were purchased by trustees for the benefit of parties in interest.

November 1, 1865, a new company was organized, to which the original company, November 8, 1865, conveyed its rights and franchises, under provisions of the act of April 13, 1865; and in pursuance of order of court, by deed of receiver and special master commissioner, bearing date January 29, 1866, was conveyed and transferred to the reorganized company all the rights, franchises and property of the original company.

The company as reorganized entered into contract with the Baltimore and Ohio Railroad Company November 21, 1866, to take possession of and operate its road for the term of twenty years, commencing December 1 of the same year; but February 13, 1869, this was modified and extended—the company having leased the Sandusky, Mansfield and Newark Railroad for the term of seventeen years and five months from July 1, 1869, renewable at option of the Central Ohio Railroad Company—the Baltimore and Ohio Railroad Company being a party to, and guaranteeing performance of the conditions of the agreement.

The line of road is known as the "Central Ohio Division of the Baltimore and Ohio Railroad."

CHICAGO AND CANADA SOUTHERN RAILWAY COMPANY.

The Michigan Air Line Railroad Company was incorporated March 31, 1869, under the laws of Illinois, to construct a railroad from Chicago to the eastern State line, in Cooke county.

May 19, 1871, articles of association were filed with the Secretary of State of Indiana by the Chicago and Canada Southern Railway Company to construct a railroad from the west line of Indiana, in Worth township, Lake county, to the eastern line of the State, in Richland township, Steuben county.

These two companies were consolidated by articles filed with the Secretary of State of Indiana July 3, 1871, taking the name of the Chicago and Canada Southern Railway Company.

March 20, 1871, the North-Western Ohio Railroad Company filed its certificate of incorporation to build a railroad from a point on the north line of Ohio, in Gorham township, Fulton county, to a point on the west line of Ohio, in Florence township, Williams county, passing through Williams and Fulton counties, 30 miles.

By articles dated July 6, and filed August 15, 1871, with the Secretary of State of Ohio, by and between this company and the Chicago and Canada Southern Railway Company, they consolidated under the name last given, and this new company again consolidated with the "South-Eastern Michigan Railway Company," by articles dated July 11, and filed October 27, 1871, with the Secretary of State of Ohio, retaining the name of the Chicago and Canada Southern Railway Company, thus forming a direct and continuous line from Chicago to Detroit River, 250 miles, there to connect with the Canada Southern Railway, via the International Bridge, for Buffalo.

Construction was commenced in Michigan in 1871, and at date of first report to the Commissioner—June 30, 1873—75 miles had been graded in Ohio and Michigan, 46 of which was laid with rail. Only four miles of this was completed and in operation in Ohio.

CINCINNATI AND BALTIMORE RAILWAY COMPANY.

This company filed the required certificate of incorporation with the Secretary of State September 4, 1868, naming Cincinnati and Loveland as terminal points.

June 1, 1869, six miles—"being all now proposed to be built"—between Cincinnati and Ludlow Grove was placed under contract, the work immediately commenced, and June 1, 1872, the road was opened for use—its possession being transferred on that day, under a contract for a perpetual lease, to the Marietta and Cincinnati Railroad Company, who thus obtained control, operating it as a part of its own line, assuming the maintenance of the road, payment of the principal and interest of the funded debt, and an annual eight per cent. dividend on the capital stock of the Cincinnati and Baltimore Railway Company.

From the report of the Cincinnati and Springfield Railway Company it appears that subsequently the use of the track of the Cincinnati and Baltimore Railway was leased to and forms a part of the line of that company also.

CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY.

This company was chartered March 2, 1846 (44 O. L., 280), as the Cincinnati and Hamilton Railroad Company, its present corporate name being conferred by act of February 8, 1847 (45 O. L., 81), and March 15, 1849, by "An act to amend the several acts relating to the Cincinnati, Hamilton and Dayton Railroad Company." (47 O. L., 173.) Under authority thus granted the company built its road from Cincinnati via Hamilton to

Dayton, 60 miles, with four feet ten inch gauge. Subsequently two additional rails were laid, making the line double gauge, the other track being six feet, over which are run, under a perpetual lease, the cars of the Atlantic and Great Western Railroad and Erie Railway Companies.

May 1, 1863, the company leased in perpetuity the line and property of the Dayton and Michigan Railroad Company—Dayton to Toledo—142 miles (modified June 23, 1870); also February 18, 1869, the road and property of the Cincinnati, Richmond and Chicago Railroad Company—Hamilton to Indiana State line—36 miles, and its lease of a part of the Richmond and Miami Railway, extending to Richmond, Indiana

November 26, 1872, the road and property of the Junction (Cincinnati and Indianapolis) Railroad Company, extending from Hamilton to Indianapolis, 95 1-5 miles, was sold under decree of the Circuit Court of the United States for Indiana and Ohio to the management of this company, and was transferred December 1 following to the purchasers, who reorganized under the name of Cincinnati, Hamilton and Indianapolis Railroad Company, and the road has been since operated in connection with their other lines, but keeping accounts separate, and making a separate report for each.

CINCINNATI, HAMILTON AND INDIANAPOLIS RAILROAD COMPANY.

The Junction Railroad Company was incorporated by the Legislature of Indiana February 15, 1848 (Indiana Local Laws, 1848, p. 469), for the construction of a road from Rushville through Connersville to a point on the State line between Indiana and Ohio, and with the sanction of the State of Ohio, the company to have the same power and privileges for the extension of said road through Oxford to Hamilton, Ohio, as it may have under the provisions of this charter were the whole line in Indiana.

March 3, 1849, the Ohio Legislature passed an act (47 O. L., 160) granting to the said Junction Railroad Company the right of way, and authorizing it to construct and extend its road via Oxford and Rossville to Hamilton, and for that purpose constituting the company in Ohio as well as Indiana a body corporate, to do and perform such acts as if originally incorporated in Ohio, and to have and possess all the rights, privileges and powers granted, and be subject to all the restrictions imposed by "an act regulating railroad companies," passed February 11, 1848 (46 O. L., 40). The act also provided that at least two of the directors shall be residents of Ohio, and in event of one-third of the capital stock of the company being owned by persons living in Ohio, that at least one-third of the directors shall be residents of said State.

February 4, 1853, the Ohio and Indianapolis Railroad Company filed its articles of association with the Secretary of State of Indiana, proposing to construct a railroad from Indianapolis, through the counties of Marion, Hancock, Shelby and Rush, to Rushville, in the last named county—length, 40 miles.

April 20, 1853, an agreement between the Junction and the Ohio and Indianapolis Railroad Companies was entered into and filed with the Secretary of State of Indiana, for the merging and consolidating into one joint stock company, under the provisions of the charter and amendments thereto of the Junction Railroad Company, and to be known by that name.

June 9, 1869, this company leased for the term of ninety-nine years the entire railroad then unfinished, extending from Connersville, Fayette county, via New Castle, Henry county, to Fort Wayne, 107 miles, of the Fort Wayne, Muncie and Cincinnati Railroad Company, with all its appurtenances, franchises, etc., the Junction Railroad Company covenanting in consideration thereof to finish the construction of the road, equip, maintain and operate the same, and to discharge the indebtedness of the lessor theretofore incurred in the construction of the road so leased to this company by the loan of its

credit in various amounts to the original companies included, and forming by consolidation, the Fort Wayne, Muncie and Cincinnati Railroad Company, the lessee to pay all said company's indebtedness existing at date of lease, and agreeing to pay the same per cent of dividends upon the capital stock by it issued as shall be paid upon the capital stock of the Junction Railroad Company. Soon after, the company became embarrassed, and the road was placed in the hands of a receiver, by whom it was operated until November 26, 1872, when the road property, &c., was sold under decree of court to parties in the interest of the Cincinnati, Hamilton and Dayton Railroad Company, who re-organized as the Cincinnati, Hamilton and Indianapolis Railroad Company, and it is now operated in connection with the lines owned and leased by said Cincinnati, Hamilton and Dayton Railroad Company.

CINCINNATI AND INDIANA RAILROAD COMPANY.

This company was incorporated under the general law of 1852, by filing its certificate of organization with the Secretary of State April 18, 1861, and constructed a road from Cincinnati to the State line between Ohio and Indiana, 20½ miles, there connecting with the line of the Indianapolis, Cincinnati and Lafayette Railroad Company, to which company the road was leased in perpetuity May 1, 1866, and by whom it has since been operated as a part of its line.

CINCINNATI AND MUSKINGUM VALLEY RAILWAY COMPANY.

This company, which filed its certificate of incorporation with the Secretary of State January 25, 1870 (Record of corporations No. 7, p. 100), for the purpose of constructing, acquiring, owning and operating a railroad—the places of termini, Cincinnati and Cleveland, and the counties into and through which the line of said railway shall pass, Hamilton, Warren, Clinton, Fayette, Pickaway, Fairfield, Perry, Muskingum, Coshoc-ton, Holmes, Wayne, Summit and Cuyahoga—is the successor, by purchase, of the property and franchises acquired by the Cincinnati and Zanesville Railroad Company, under judicial proceedings, from the Cincinnati, Wilmington and Zanesville Railroad Company, which was chartered February 4, 1851 (49 O. L., 424), with power to construct a railroad from Cincinnati, via Wilmington, Clinton county; Washington, Fayette county; Circleville, Pickaway county, and Lancaster, Fairfield county, to Zanesville. Under authority thus granted, a road was built from Zanesville to Morrow, Warren county, 132 miles, there connecting with the Little Miami Railroad.

The stock subscription to this company, and a large amount derived from sales of first, second and third mortgage bonds, secured by lien on its road, property, &c., was expended; but the company failing to comply with the conditions of the mortgages, the trustee under them, by bill in chancery, prosecuted February 22, 1857, in the Circuit Court of the United States for the Southern District of Ohio, which resulted in a decree being made on March 3, 1857, appointing a receiver in the case, with authority to take possession of the road and property, and to operate the railroad for the interest of all parties concerned.

Under this and subsequent orders of the Court the receiver continued to operate the road, preserving a union of interest with the directors, until a plan for reorganization proposed by the company to stockholders and creditors was by them accepted, under which, by decree June 10, 1863, the Court ordered the mortgaged premises, including the franchises of the company, to be sold, such sale to free the same from all debts and liabilities.

In pursuance of proceedings under said decree, the railroad, property and franchises were sold, August 27, 1863, to Charles Moran, in trust, for the benefit of such

creditors and stockholders as should reorganize as a body corporate to own and carry on the railroad under the charter, which sale and purchase was, October 17th, 1863, confirmed by the Court, and the receiver, by whom the sale was made, ordered and directed to convey said railroad, other property and franchises to said Moran, in trust, etc., as aforesaid, and the same was, in compliance therewith, thus conveyed.

In pursuance of notice a meeting of the parties in interest of said purchase was held at Cincinnati, March 10, 1864, and organized as a body corporate under the franchises of the Cincinnati, Wilmington and Zanesville Railroad Company, vested as aforesaid in said Charles Moran, by electing a Board of Directors, the appointment of corporate officers, and the creation of a capital stock proportioned to the amount of stock held by each in the original company, and of claims severally held by them against said company, computed and rated upon a basis fixed and previously agreed upon.

The organization thus perfected assumed as its corporate name the *Cincinnati and Zanesville Railroad Company*, and by its order, as representative of the beneficiaries, the said Charles Moran, by deed bearing date March 12, 1864, conveyed the said railroad, other property and franchises, including the franchise to be and act as a body corporate, to the reorganized company, who thereupon, by their Board of Directors and other officers and agents, became possessed thereof, operating the road and exercising the said corporate franchises.

Subsequently, for the purpose of settling and removing doubts as to whether the franchise of the original company to be and act as a corporation was thus well vested in the new and reorganized company, or might not technically remain in the original body corporate, the Board of Directors of the said original company, as authorized by and in conformity with the provisions of "An act for the relief of creditors and stockholders of railroad companies," passed April 13, 1865 (62 O. L., 169), and in pursuance of the aforesaid agreement entered into with the consent of the holders of more than two-thirds of the stock of said original company, by deed formally conveyed to the reorganized company the franchise to be a corporation originally vested in them.

Under this organization, as the *Cincinnati and Zanesville Railroad Company*, a new bonded debt was created, secured by mortgage on the road, property and franchises of the company, and new stock issued; but failing in the payment of maturing interest on the bonds, a bill was filed April 30, 1869, by the trustee named in the mortgage, in the Circuit Court of the United States for the Southern District of Ohio, against the company, for the foreclosure of mortgage and sale of the road, property and franchises.

Under the proceedings had in the case, on the 6th of October, 1869, the Court entered judgment against the company for amount found to be due, fixing a time for payment, or, in case of default thereof, ordering that all the said mortgaged premises, the railroad and other property and franchises, late the property and franchises of the Cincinnati, Wilmington and Zanesville Railroad Company, including the rights and franchises to be and act as a corporation, acquired by the Cincinnati and Zanesville Railroad Company by deed from Charles Moran, trustee, to whom the same were conveyed under order of Court by the Master Commissioner, and including all equipment, rolling stock, etc., with all accessions, additions and improvements made or acquired subsequently, be sold in manner directed and prescribed, by the fee simple title thereof, to the highest bidder; and further, upon confirmation of the sale thus to be made and payment to him of the purchase money therefor, the said Charles Moran, in his capacity of trustee and as special Master Commissioner of the Court in this cause, was authorized and required, by deed in fee simple, to convey to the purchaser, legal representative or assigns, the said railroad, other property and franchises, with the privileges, appurtenances, additions hereto, accessions and improvements made or acquired since execution of said mortgage

to date of rendition of decree, etc., etc., the subject matter to be sold as "the railroad, other property and franchises, including the franchise to be and act as a corporation, of the Cincinnati and Zanesville Railroad Company, in the State of Ohio."

The company having failed to make payment according to order and decree of the Court, on the 16th of October, 1869, an order of sale was issued, directed to Charles Moran, trustee and special Master Commissioner, commanding him to advertise and offer the property for sale. As directed and required by said order, the said mortgaged premises, property, franchises, etc., were sold December 1, 1869, to Thomas L. Jewett, for the sum of one million four hundred thousand dollars, which sale was, December 2, 1869, confirmed, the Court further ordering the said Charles Moran, as trustee and special Master Commissioner as aforesaid, to execute and deliver to Thomas L. Jewett, the said purchaser, his heirs or assigns, or to such other person or persons or body corporate as he shall direct the same to be made to, as grantee or grantees, a deed of conveyance, in full execution of the sale made to him of the mortgaged premises, accessions and appurtenances aforesaid.

The purchaser immediately took possession of the railroad and property, and operated the same in his individual capacity until about September 1, 1870, at which time a deed having been executed by his direction August 6, 1870, made by the said Charles Moran, trustee, etc., to the Cincinnati and Muskingum Valley Railway Company, in pursuance of aforesaid order of the Court; full possession of road and property and delivery of deed was made to that company, who continued to operate the road to May 1, 1873, at which date it passed into the hands of the Pittsburgh, Cincinnati and St. Louis Railway Company, under lease for "ninety-nine years from January 1, 1873. After paying expenses for running and maintaining roadway, interest, etc, the balance, if any, to be paid to stockholders of Cincinnati and Muskingum Valley Railway Company."

Since the road has been owned by the Cincinnati and Muskingum Valley Railway Company, an extension has been built from Zanesville to Dresden Junction, sixteen and one-half miles, there connecting with the road of the Pittsburgh, Cincinnati and St. Louis Railway Company.

CINCINNATI, RICHMOND AND CHICAGO RAILROAD COMPANY.

This company is successor to the Eaton and Hamilton Railroad Company, which was chartered February 8, 1847 (45 O. L., 97), with authority to construct a railroad from Eaton, Preble county, by such route as the directors may select, to Hamilton, Butler county. This and subsequent acts relating to the company were amended and consolidated by act of March 7, 1851. (49 O. L., 470.)

November 1, 1864, the Eaton and Hamilton company leased for ninety-nine years, renewable forever, that part of the Richmond and Miami Railway extending from the point of connection therewith on the State line to the junction or switch about two miles east of Richmond, Indiana; and also the use in common with the Dayton and Western Railroad Company of the remaining portion thereof, extending to the city of Richmond.

The company becoming financially embarrassed, suit was brought against it in Butler County Common Pleas Court by Joseph B. Varnum and the co-trustees for foreclosure of mortgage and sale of road.

Pending the proceedings, June 1, 1865, an agreement for a reorganization of the company and the capitalization of its stock and debt was submitted to its stockholders and creditors, which was acceded to. In pursuance thereof the road was sold by order of the Court, and was purchased by trustees for the benefit of the parties to the agreement of capitalization.

May 3, 1866, the reorganization was perfected by filing certificate thereof with the Sec-

retary of State, the new company assuming the name of "Cincinnati, Richmond and Chicago Railroad Company."

February 18, 1869, this company leased its road and property in perpetuity, assigning also its lease of the Richmond and Miami Railway to the Cincinnati, Hamilton and Dayton Railroad Company, the lessee paying expenses of operating, maintenance of road and property, payment of interest on bounded debt, etc.; any surplus of earnings to inure to the benefit of the Cincinnati, Richmond and Chicago Railroad Company.

The line has since that time been operated by the Cincinnati, Hamilton and Dayton Railroad Company.

CINCINNATI, SANDUSKY AND CLEVELAND RAILROAD COMPANY.

The Mad River and Lake Erie Railroad Company was incorporated by special charter (act January 5, 1832, 30 O. L., 15), vested with the right to construct a railway from Dayton *via* Springfield, Urbana, Bellefontaine, to or near Upper Sandusky, Tiffin and Lower Sandusky, to Sandusky, Huron county; also to construct branches to the seats of justice of any county through which the road may be located.

The following legislation, furthering the interests of the corporation, was had on the several dates specified:

March 14, 1836, (34 O. L., 570.) An act to authorize a loan of credit of the State of \$200,000 to the said company.

December 19, 1836, (35 O. L., 7.) An act to authorize the Commissioners of Logan county to subscribe for \$25,000 of the capital stock of the company.

March 16, 1839, (37 O. L., 343.) An act to authorize the Commissioners of Hardin county to subscribe \$30,000 to the capital stock of the company, and in case the railroad is located through the town of Kenton, to make a donation to the company of any lots owned by the county in or near Kenton.

February 19, 1845, (43 O. L., 109.) An act to authorize the Commissioners of Hancock county to subscribe to the capital stock of the Mad River and Lake Erie Railroad Company the sum of \$60,000, or such sum as shall be sufficient to construct a railway or branch from the main track of said railroad to the town of Findlay, and to pay such subscription; authorizes said Commissioners to issue the bonds of said county, bearing interest at not over 6 per cent. per annum, payable to said railroad company, or any other person or body corporate—no bond so issued to be for a less sum than \$1,000.

Under the foregoing act, and the authority of the charter of the Mad River and Lake Erie Railroad company, the Findlay Branch Railroad was built from Carey, Wyandot county, on the main line, to Findlay, sixteen miles, and has ever since been operated and held as a part of the Mad River and Lake Erie Railroad.

February 6, 1847, (45 O. L., 65) was passed an act authorizing the town of Springfield to subscribe \$20,000 to the stock of the company, to be applied to construction between Springfield and Dayton.

February 8, 1847, (45 O. L., 87.) An act to authorize the Commissioners of Clarke county to subscribe, on behalf of said county, not exceeding \$25,000 to the capital stock of the Mad River and Lake Erie Railroad Company, payment therefor to be made by transferring to it certificates to an equal amount of stock heretofore subscribed by said Commissioners, in behalf of said county, to the capital stock of the Little Miami Railroad Company.

The Mad River and Lake Erie Railroad Company located and constructed its road from Tiffin to Sandusky by way of Bellevue. In 1851 the Sandusky City and Indiana Railroad Company, which was chartered by act of February 23 of that year, (49 O. L.,

434) proceeded to build a road from Tiffin to Sandusky, via Clyde, and this route being deemed more favorable than the other, December 1, 1854, the last named company leased this road for the term of ninety-nine years, renewable forever, to the Mad River and Lake Erie Railroad Company, who have since operated the same as a part of its line, ultimately abandoning the other route. The organization of the Sandusky City and Indiana Railroad Company is kept up for the purpose of perpetuating the lease, the interests of the companies being identical, and the road having been built in the interest of and with means furnished by the Mad River and Lake Erie company—one person acting as president of both corporations.

June 1, 1854, the company leased the road of the Springfield and Columbus Railroad Company for the term of fifteen years, agreeing to stock and run the same out of the proceeds, paying, first, the operating expenses; second, the interest on the \$150,000 outstanding bonds of the Springfield and Columbus Company, and the balance to the lessor.

February 23, 1858, by decree of Court of Common Pleas of Erie county, the name of the Mad River and Lake Erie Railroad Company was changed to *Sandusky, Dayton and Cincinnati Railroad Company*. (Record of Corporations, office of Secretary of State, No. 1, p. 446.)

February 4, 1865, a bill was filed by the trustee of one of the mortgages, covering the entire property, in the Court of Common Pleas of Erie county, against the company for foreclosure of mortgage and sale of the property; and on the 13th of October following, O. Follett was appointed receiver and special master commissioner in the case, who operated the road under the orders of the court.

While the suit was pending, various parties interested entered into an agreement for a capitalization of the stock and debts of the company, a sale of the road, and a reorganization under the proceedings for foreclosure; and in pursuance of this arrangement an order was issued by the court to sell the entire property, including the rights and franchises of the company, which accordingly, on the 5th day of January, 1866, was sold by the receiver and master commissioner to three trustees, who purchased the same in trust for the benefit of the parties to the agreement of capitalization, which included nearly all the persons representing the stock and various classes of debt.

July 2, 1866, was filed in office of Secretary of State (Record of Corporations, No. 3, p. 518,) the certificate of reorganization, under name of the *Sandusky and Cincinnati Railroad Company*.

October 8, 1866, this company leased its road and property for the term of ninety-nine years, renewable forever, to the Cincinnati, Dayton and Eastern Railroad Company, but by mutual agreement of the two companies, January 9, 1868, the lease was surrendered to the Sandusky and Cincinnati Railroad Company.

January 11, 1868, was filed in office of Secretary of State (Record of Corporations, No. 4, p. 64,) a decree of the Court of Common Pleas of Erie county, changing the name of the Sandusky and Cincinnati Railroad Company to the *Cincinnati, Sandusky and Cleveland Railroad Company*.

June 28, 1870, this company leased, for a period of ninety-nine years, from July 1, 1870, renewable forever, the road, property and rights of the Columbus, Springfield and Cincinnati Railroad Company (successor to the Springfield and Columbus Railroad Company, heretofore named as lessors to the Mad River and Lake Erie Company), the latter agreeing to complete its line of road from London to Columbus by September 1, 1871, and to keep and maintain its corporate existence and organization, the first party to have the privilege of issuing coupon bonds to the amount of \$1,100,000, secured by mortgage or deed of trust on the property, and agreeing to maintain, use and operate

the road from Columbus to Springfield, making such additions, etc., as the business may require, pay all running expenses, damages for loss or injury to property or persons, all taxes, etc., and to pay as rental, when in possession of the whole line between Springfield and Columbus, in equal quarterly payments, forty per centum of the gross earnings and income of the road between Springfield and Columbus; provided, that when the aggregate thus to be paid shall exceed the sum of \$120,000, the first named company shall pay, and the latter be entitled to receive, fifty per centum only of such excess in addition, the first party guaranteeing that the annual payment to the Columbus, Springfield and Cincinnati Railroad Company shall not be less than \$80,000 each year.

The following, in relation to above lease, is from the annual report of this company, June 30, 1872, to the Commissioner: "The lease has been modified, so that this company, instead of paying forty per cent. of the gross earnings of that road, guarantees the principal and interest of the bonds of the Columbus, Springfield and Cincinnati Railroad Company, and its stock exchanged for stock of this company, share for share, is owned and held in trust by the Cincinnati, Sandusky and Cleveland Railroad Company."

The company has made a perpetual lease of that portion of its road extending from Springfield to Dayton, receiving therefor thirty-five per cent. of the gross earnings, to the Cincinnati and Springfield Railway Company, by whom it was transferred, together with a lease in perpetuity of its own railway, rights, privileges and franchises, to the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company.

CINCINNATI AND SPRINGFIELD RAILWAY COMPANY.

This company was incorporated by filing the required certificate of organization in office of Secretary of State, September 9, 1870, to build a railroad from Springfield to Cincinnati, passing through the counties of Clarke, Montgomery, Greene, Warren, Butler and Hamilton.

The road was projected and built to form, in connection with other roads already constructed, a trunk line between the Eastern cities and Cincinnati, starting at Cincinnati. Depot and track facilities were obtained under a perpetual lease from the Cincinnati and Indiana Railroad Company, at an annual rental of \$35,000. From the crossings of the Cincinnati and Baltimore Railway, and the Cincinnati, Hamilton and Dayton Railroad, in the city of Cincinnati, to Ludlow Grove, a distance of six and a quarter miles, the track of the Cincinnati and Baltimore Railway Company is used, under lease, at a cost of \$38,000 per year. From Ludlow Grove to Dayton, a distance of forty-eight and a half miles, the new line was constructed. Through the city of Dayton, the track of the Dayton and Western Railroad—now a part of the Little Miami Division of the Pittsburgh, Cincinnati and St. Louis Railway—is used jointly with that company under lease, for which this company pays an annual rental of \$2,794.12. From Dayton to Springfield the company has leased, in perpetuity, the road of the Cincinnati, Sandusky and Cleveland Railroad Company, paying therefor thirty-five (35) per cent. of the gross earnings, and at Springfield direct connection is made with the road of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company. To this last named company the Cincinnati and Springfield Railway, with all its rights, privileges and franchises, is leased in perpetuity, the lessee to pay from the gross earnings and receipts all expenses and rentals, interest on first and second mortgage bonds issued by the Cincinnati and Springfield Railway Company, and the balance of said receipts and earnings, if any, to be paid to the lessor.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY COMPANY.

This company is the outgrowth of four original corporations.

The Cleveland, Columbus and Cincinnati Railroad Company was first chartered March 14, 1836, (34 O. L., 533,) for the purpose of constructing a railroad from Cleveland, via Columbus and Wilmington, to Cincinnati, but through *non-user* the charter became dormant. It was revived and amended by act March 12, 1845, (43 O. L., 405); route designated as from at or near Cleveland, on the most convenient route leading towards Columbus; and providing that the company may unite its railroad with any other then or thereafter constructed under authority of the General Assembly, leading from any point at or near Lake Erie, to or towards the southern part of the State, and also, that the company shall not be required to construct the road for the whole distance named in act revived.

Subsequently amendments were made to the charter, and under the authority thus granted, aided by subscriptions, authorized by the Legislature, from cities and counties made to the capital stock, the company constructed a road from Cleveland to Columbus, 138 miles.

The Springfield and Mansfield Railroad Company was chartered March 21, 1850, (48 O. L., 294,) with authority to construct a road from Springfield to Mansfield. An amendatory act of February 20, 1851, (49 O. L., 469,) provides for an optional change in eastern terminus of the road.

August 9, 1852, was filed with Secretary of State (Record of Corporations, No. 1, page 61,) a decree of Court of Common Pleas of Clarke county, entered August term, 1852, changing company's name to the Springfield, Mt. Vernon and Pittsburgh Railroad Co.

The company failing to meet its liabilities, suit was brought by Geo. S. Coe, trustee of the first mortgage, in the Clarke county Common Pleas Court, for foreclosure and sale of the road, June 16, 1860; and the road and property was placed in the hands of John R. Hilliard, as receiver.

By order of the court the road was divided into two parcels and sold January 1, 1861. The part built and laid with iron, extending from Springfield to Delaware, fifty miles, being purchased by Peter Odlin, J. R. Hilliard and F. A. Lane, who on the 1st of January, 1862, sold the same to the Cleveland, Columbus and Cincinnati Railroad Company, and is now known as the "Springfield Branch."

That part from Delaware through Mt. Vernon northward being but partly graded, was purchased by other parties, and by them sold to the Pittsburgh, Mt. Vernon, Columbus and London (now Cleveland, Mt. Vernon and Delaware) Railroad Company.

The Bellefontaine and Indiana Railroad Company was chartered February 25, 1848 (46 O. L., 275), with power to construct a railroad from Marion, via Bellefontaine, Sidney, and optionally Greenville, to the west line of the State, in Darke county. An amendment was passed February 19, 1849 (47 O. L., 151), by which the company was authorized to extend its road from Marion to or near Mansfield; and subsequently other amendments and acts authorizing subscriptions to be made were passed by the Legislature.

March 14, 1856, the company effected an arrangement with the Indianapolis, Pittsburgh and Cleveland Railroad Company of Indiana, taking effect the 1st of April following, and to continue in force five years, by which the roads of the two companies were operated as one line, expenses and earnings being divided *pro rata*; terminable by either company giving the other three months' notice.

The last named company was chartered by the Legislature of Indiana, February 17, 1848 (Indiana Laws, 1848, p. 176), by the name of the Indianapolis and Bellefontaine

Railroad Company, with authority to construct a railroad, single or double track, from Indianapolis via Pendleton and Anderson, in Madison county, Muncie, Delaware county, and Winchester, Randolph county, easterly to the line dividing Ohio and Indiana, for the purpose of connecting with a railroad proposed to be constructed from Bellefontaine, Ohio, to the State line. Under this charter and amendatory acts the road was constructed. December 19, 1854 by resolution, the Board of Directors, as authorized by the general law of Indiana, changed the name of the company to the Indianapolis, Pittsburgh and Cleveland Railroad Company.

May 16, 1860, the agreement named of March 14, 1856, was extended, to terminate only by and with mutual consent.

December 26, 1864, was filed in office of Secretary of State of Ohio, (Record of Corporations, No. 2, p. 346,) [filed with Secretary of State of Indiana, December 20, 1864,] articles of agreement entered into September 24, 1864, for a consolidation of the two companies, the Indianapolis, Pittsburgh and Cleveland Railroad Company of Indiana, and the Bellefontaine and Indiana Railroad Company of Ohio, which were ratified by the stockholders of both companies November 24, 1864, by which the companies thus consolidated into one corporation assumed the name of the Bellefontaine Railway Company.

May 16, 1868, was filed in office of Secretary of State of Ohio, (Record of Corporations, No. 5, p. 305,) [filed on same date with Secretary of State of Indiana,] certified articles of agreement of the Cleveland, Columbus and Cincinnati Railroad Company and the Bellefontaine Railway Company, by which the two named companies consolidated under the name of the *Cleveland, Columbus, Cincinnati and Indianapolis Railway Company*, vesting all right, franchises, property, liabilities, contracts, etc., of the respective companies, in the new and consolidated company.

Since date of report, this company has leased in perpetuity from the Cincinnati and Springfield Railway Company, its railway (including leased lines), extending from Springfield to Cincinnati, thus forming via the Springfield Branch of the Cleveland, Columbus, Cincinnati and Indianapolis Railway, from Delaware to Springfield, a continuous line from Cleveland to Cincinnati.

As rental, this company pays from gross earnings and receipts all expenses and rentals, interest on the mortgage bonds of the Cincinnati and Springfield Railway Company, the balance of earnings, if any, to be paid to the lessor.

The accounts of the leased line are kept separate, and report is made including length of line, to this office in name of Cincinnati and Springfield Railway Company.

CLEVELAND AND MAHONING VALLEY RAILWAY COMPANY.

The Cleveland and Mahoning Railroad Company, chartered by act of February 22, 1848 (46 O. L., 227), constructed a road from Cleveland to Youngstown, and a branch from Youngstown to the State line, called the Hubbard Branch, 79½ miles.

Under date of October 7, 1863, the Atlantic and Great Western Railway Company leased, for the term of 99 years, from October 1, 1863, from this company, its railroad extending from Youngstown to Cleveland, and its Hubbard Branch, the road-beds, bridges, superstructures, and all tracks laid thereon—there being two tracks from Cleveland to Leavittsburgh, one 6 foot and the other 4 ft. 9¾ inches gauge—depot-grounds, etc., etc., and the assignment of certain contracts with other parties named in the lease. This company covenanting to complete the Hubbard Branch, by January next, to its northern terminus—about 11½ miles from its connection with the main line—to extend its road-

bed and track of the narrow gauge specified, in a good and substantial manner, to the old river-bed or ship-channel in Cleveland; construct 800 feet in length of coal and ore docks, with side-tracks, switches, etc., to accommodate the same, to be completed May 1, 1864, and vesting in said lessee all its rights to extend said track and road-bed across the old river-bed to the west side of the piers on the right of way thereby demised.

This company sells and delivers to the lessee named all its rolling stock, shops and machinery, tools, materials on hand, etc., etc., for the sum of \$405,802.45—provision being made for the re-conveyance thereof on termination of the lease. The company also agreeing to procure in its own name, but at the expense of the lessee, any additional rights of way, real estate and privileges that may be necessary.

The lessee agrees to pay as rental for said demised premises the sum of \$373,072 per annum, in equal monthly installments in advance; to pay all taxes, duties and assessments—national, State, municipal, or by other competent authority—upon said demised premises, or upon the receipts for transportation on said road; to fulfill the contracts of the Cleveland and Mahoning Company hereby assigned, to save it harmless from all damages arising therefrom, or from the use and occupancy of said demised premises, and to keep said premises in good repair.

Authority is reserved by the lessor to protect its 1st, 3d and branch bonds, amounting to \$2,200,000, by a continued lien—by a renewal or otherwise—upon the demised premises, but agreeing to indemnify the lessee against eviction, and all damages, costs, etc., arising therefrom.

This company to maintain its organization, and at all times, when required by the lessee, perform such acts, consistent with its rights under the lease, as may be necessary to the due preservation of all the property, rights, franchises, interest, etc., thereby demised to said lessee; and, if necessary, to perfect the title to any of the demised property, if found defective, during the continuance of the lease.

The Niles and New Lisbon Railway Company—certificate of organization filed in the office of Secretary of State, April 24, 1869—was the result of two previous incorporations: the Ashtabula and New Lisbon Railway Company, which filed its certificate February 20, 1853, to construct a road from Ashtabula to New Lisbon, and the New Lisbon Railway Company—certificate filed January 15, 1864—organized to build a road from a point on the Cleveland and Mahoning Railroad, in Wethersfield township, Trumbull county, via New Lisbon, to a point in Liverpool township, Columbiana county.

The first-named projected road was only partially constructed; and July 14, 1864, that part lying south from Niles was leased for the term of 99 years to the latter named company, it undertaking the completion of the road from New Lisbon to Niles, Warren, or some point between the two, on the Cleveland and Mahoning Railroad; 10 miles to be completed within two, and the balance within five years.

Under its charter and this lease the New Lisbon Railway Company proceeded, mortgaging the road for its construction; but failing to carry out the terms of the lease, and becoming financially embarrassed, the mortgage was foreclosed, and the road, 35½ miles in length, was sold April 17, 1869, subject to the claims under the lease of the Ashtabula and New Lisbon Railway Company, it not being a party to the proceedings.

The purchase was made by private parties, who organized the Niles and New Lisbon Railway Company.

The Liberty and Vienna Railroad Company was organized December 7, 1863, by filing required certificate in the office of the Secretary of State, to build a road from the end

of the railroad of the Church Hill Coal Company, in Liberty township, northwardly to Vienna, all in Trumbull county.

An affirmatory certificate was filed September 14, 1870, to settle doubts as to the original being properly executed and certified.

October 16, 1870, a certificate was filed for \$300,000 increase of capital stock, "it being required for the purpose of building its branch and extension," etc.

August 1, 1871, this company sold to the Ashtabula, Youngstown and Pittsburgh Railroad Company 5½ miles of its road, extending from Youngstown to Girard, for the sum of \$200,000, and the same is now a part of the line of that company—retaining that portion from Liberty to Vienna, 6 miles.

By articles dated July 25, 1872, filed in the office of the Secretary of State August 14, 1872, the three companies named—the Cleveland and Mahoning Railroad, the Niles and New Lisbon Railway, and the Liberty and Vienna Railroad—consolidated under the name of Cleveland and Mahoning Valley Railway Company.

The capital stock of the new consolidated company is the aggregation of that of the several companies parties thereto, as by previous reports to this office, \$2,759,200. The funded debt consists of bonds of the Cleveland and Mahoning and Niles and New Lisbon, as previously reported; to which is added the amount of bonds held as sinking fund of the Cleveland and Mahoning, and heretofore deducted by them from liabilities, viz., 1st mortgage, \$110,500, 3d mortgage, \$166,600, and Hubbard Branch, \$26,500—a total of \$303,600.

The roads thus consolidated are operated and known as the Mahoning Division of the Atlantic and Great Western Railroad.

CLEVELAND, MT. VERNON AND DELAWARE RAILROAD COMPANY.

March 17, 1851, by authority of an act passed February 19, 1851 (49 O. L., 464), "to amend an act to incorporate the Cleveland and Pittsburgh Railroad Company," passed March 14, 1836, "the Akron Branch of the Cleveland and Pittsburgh Railroad Company" was organized as a separate and distinct company to construct a branch railroad from Hudson, Summit county, via Cuyahoga Falls and Akron, to Wooster, or some other point between Wooster and Massillon, to connect with the Ohio and Pennsylvania Railroad (now the Pittsburgh, Fort Wayne and Chicago Railway) and any other railroad running in the direction of Columbus.

The act of March 24, 1851 (49 O. L., 542), authorized the commissioners of Summit county to subscribe \$100,000 to the capital stock of the company.

The road was constructed from Hudson to Millersburg, Holmes county, 61 miles, and was known and operated as the "Akron Branch" until, by order of the Court of Common Pleas of Summit county, entered at March term, 1853, the name of the company was changed to "Cleveland, Zanesville and Cincinnati Railroad Company." Certificate filed in the office of the Secretary of State March 17, 1853. (Record of corporations No. 1, p. 159.)

The company became embarrassed, and suit being brought August 27, 1861, in the Summit County Common Pleas Court, for foreclosure of mortgage and sale of the road, a receiver was appointed in the case, by whom, under the direction of the court, the road was operated until November 2, 1864, when, pursuant to order of the court, the entire road, property and franchises of the company were sold at public auction for \$300,000, to George W. Cass and John J. Marvin, who, on the 1st of July, 1865, following, conveyed the said road and property thus vested in them by deed to the Pittsburgh, Fort Wayne and Chicago Railway Company, who owned and operated it until they, by

contract dated June 27, 1869, leased in perpetuity to the Pennsylvania Railroad Company, to take effect July 1, 1869, its own railway proper, including the Cleveland, Zanesville and Cincinnati Railroad and its leased lines.

The Pittsburgh, Mt. Vernon, Columbus and London Railroad Company was incorporated by filing its certificate of organization in the office of the Secretary of State May 11, 1869 (Record of Corporations No. 6, p. 314), road to be constructed from a point in Wayne county, on the line of the Pittsburgh, Fort Wayne and Chicago Railway, at or near Orrville, through the counties of Holmes, Knox, Licking, Delaware, Franklin, through Columbus, to Madison county, at or near London.

November 1, 1869, this company acquired, by deed from G. A. Jones, trustee, etc., all that portion of the Springfield, Mt. Vernon and Pittsburgh Railroad (being only partly graded) extending east from Delaware, through Mt. Vernon, in the direction of Millersburg, 43 miles, which was by him purchased at judicial sale August 31, 1867, under proceedings in Knox County Common Pleas Court. The consideration for this conveyance was 1,000 shares, of the par value of \$50,000, of the capital stock of the said Pittsburgh, Mt. Vernon, Columbus and London Railroad Company.

November 4, 1869, the Pennsylvania Railroad Company and the Pittsburgh, Fort Wayne and Chicago Railway Company sold and transferred by deed the entire *Cleveland, Zanesville and Cincinnati Railroad*, extending from Hudson to the coal mines south-west of Millersburg, a distance of 65 miles, with all its machinery, rolling stock, equipment, fixtures, etc., to the Pittsburgh, Mt. Vernon, Columbus and London Railroad Company, the consideration being 22,000 shares of the fully paid up capital stock of the company purchasing, the par value of which was \$1,100,000, the latter company assuming the payment of a mortgage debt on said conveyed premises of \$143,000.

On the same date an assignment was made to the company—being one condition of the sale and purchase aforesaid—of the lease of the Massillon and Cleveland Railroad, extending from Massillon to Clinton, 12½ miles, which had passed into the possession of the Pennsylvania Railroad Company July 1, 1869, with the property and other leased lines of the Pittsburgh, Fort Wayne and Chicago Railway Company.

December 6, 1869, George W. Cass and wife and John J. Marvin and wife executed to the Pittsburgh, Mt. Vernon, Columbus and London Railroad Company a deed of confirmation of the Cleveland, Zanesville and Cincinnati Railroad, thereby vesting any title or rights in said road possessed by said parties in said Pittsburgh, Mt. Vernon, Columbus and London Railroad Company.

December 20, 1869, the name of the company, by decree of Knox County Common Pleas Court, was changed to *Cleveland, Mt. Vernon and Delaware Railroad Company*. Certificate filed in the office of the Secretary of State December 22, 1869. (Record of Corporations No. 7, p. 11.)

December 17, 1872, the company filed a supplemental certificate for constructing a branch from the main line in Holmes county, through Coshocton county, to a connection, near Dresden, Muskingum county, with the Pittsburgh, Cincinnati and St. Louis and the Cincinnati and Muskingum Valley Railways.

Since the date of filing report the line has been completed to Columbus, and the running of through trains was commenced on the first of September.

CLEVELAND-AND NEWBURGH RAILROAD COMPANY.

This company was chartered September 7, 1866, and commenced running in September, 1868. The road is only 3½ miles in length, and is of the nature of a street railroad, carrying only passengers between the points indicated by its name.

CLEVELAND AND PITTSBURGH RAILROAD COMPANY.

The road of this company is situate in the States of Ohio and Pennsylvania, and was constructed under provisions of laws passed by the Legislatures of each.

The first charter was a special act passed March 14, 1836 (34 O. L., 576), by the Ohio Legislature, vesting the corporation with the right to construct a railway from Cleveland to some point in the direction of Pittsburgh on the State line between Ohio and Pennsylvania, or on the Ohio river.

Little or nothing having been done under the rights thus granted, an act of revival and amendment was passed March 11, 1845 (43 O. L., 401), which provided that said company may unite said railroad, when constructed by it, with any other railroad authorized by law which may be constructed on the easterly side of the Cuyahoga river leading to Cleveland.

Section 7 of act February 16, 1849 (47 O. L., 146), authorizing subscriptions to the capital stock of the company by the city of Cleveland, authorized the company to construct branches from the main line of its road to any village or place within the limits of any county through which the same may pass; and section 1, act of March 9, 1850, (48 O. L., 251) authorized the company to extend an arm of the Cleveland and Pittsburgh Railroad down the valley of Sandy so far south as to intersect the Steubenville and Indiana Railroad. Under authority of last named act the company built the Tuscarawas Branch, extending from Bayard, Carroll county, on main line, to New Philadelphia, Tuscarawas county—32½ miles.

Section 4 of act passed February 21, 1850 (48 O. L., 243), authorizes the company to extend its road, under power obtained from the State of Pennsylvania, to the city of Pittsburgh, or to any point in that direction at which its road may be connected with any other road leading from that city.

Sections 2-4 of act passed by the Pennsylvania Legislature April 8, 1850 (Penn. Laws of 1850, p. 417), authorizes the company to extend its road from the eastern line of Ohio to a point at or near the mouth of the Big Beaver, and connect the same with the Ohio and Pennsylvania Railroad at such point as may be mutually agreed upon; provided, that the damages which may be done to private property by said construction shall be assessed and paid in manner provided by act passed February 19, 1849, etc. (Penn. Laws 1849, page 79.)

An act of the Legislature of Ohio passed February 19, 1851 (49 O. L., 468), authorized the construction, under provisions of the company's charter, of a branch railroad from Hudson, Summit county, through Cuyahoga Falls and Akron to some point on the Ohio and Pennsylvania Railroad between Massillon and Wooster—the subscribers to a majority of the stock being allowed to organize by the election of directors; a president to be elected by them who, under the name of "The Akron Branch of the Cleveland and Pittsburgh Railroad Company," should be entitled to all the privileges and subject to all the restrictions and liabilities granted or imposed by the charter of the Cleveland and Pittsburgh Railroad Company and amendments thereto.

Under the authority thus conferred a separate and distinct company was formed March 17, 1851, who constructed the "Akron Branch." The name of this company was changed to Cleveland, Zanesville and Cincinnati Railroad Company. The road was sold under judicial proceedings November 2, 1864, the purchasers, July 1, 1865, conveying the same by deed to the Pittsburgh, Fort Wayne and Chicago Railway Company; and finally, November 4, 1869, it came into possession of the P., Mt. V., C. & L. R. R. Co., and is now a part of its line. Name afterwards changed to Cleveland, Mt. Vernon and Delaware Railroad Company.

On the 18th of April, 1853, an act was passed by the Legislature of Pennsylvania (Penn. Laws of 1853, page 473) incorporating the Cleveland and Pittsburgh Railroad Company, and giving full assent to all and each of the provisions contained in the acts relating thereto, passed by the General Assembly of Ohio March 14, 1836, March 11, 1845, and that authorizing the said company to extend their road into the State of Pennsylvania—adopting, ratifying, confirming and enacting into laws of the commonwealth all and each of the provisions, conditions, and restrictions thereof, etc.

By act of April 11, 1862 (Penn. Laws 1862, p. 436), the foregoing act was revived and renewed, and the time for constructing and completing the road from Rochester into Pittsburgh, under the charter of said company, extended ten years from date of this act.

Under the acts named the company constructed its road from Cleveland to Rochester, Pennsylvania, 123 miles, and from Yellow Creek to Bellaire, 43½ miles; which, with the Tuscarawas Branch before named, makes a total of 199 miles.

December 15, 1862, a contract was entered into with the Pittsburgh, Fort Wayne and Chicago Railway Company for a division of the gross earnings of the two companies upon a specified basis, and for the joint use of the track of the latter in Pennsylvania, from Rochester to Pittsburgh—this company paying therefor a monthly rental of \$7,033.33, and, in addition, one-half of the cost of keeping the same in repair. This contract was modified February 16, 1866, as to basis of division of gross earnings.

October 25, 1871, the road was leased to the Pennsylvania Railroad Company for the term of 999 years from December 1, 1871, the consideration being an annual rental of \$786,795, payable in quarterly installments on the first days of March, June, September and December, and the payments of interest, sinking fund, lease of track of Pittsburgh, Fort Wayne and Chicago Railway; and, in addition, \$10,000 per annum to maintain and preserve its corporate organization.

The increase of capital stock since 1871, \$3,411,554, was made under the provisions of the lease, by capitalization at the rate of 142 85-100 per cent. of the old stock, making the amount \$11,250,854, which, at 7 per cent., equals 10 per cent. on old stock. No stock was issued for sale, and no money was realized.

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY COMPANY.

Under the authority of act passed February 23, 1849 (47 O L, 155), by which the Columbus, Piqua and Indiana Railroad Company was chartered, that company proceeded to construct a road from Columbus via Urbana and Piqua to Union City, on the State line between Ohio and Indiana.

But the company failed to meet its liabilities, and on the 17th of June, 1856, George S. Coe, trustee of one of the mortgages, filed in the Common Pleas Court of Franklin county a petition for foreclosure of the mortgage and sale of the road; and on the 23d of June the court appointed two receivers, who were placed in charge, with authority to operate the road for the benefit of all parties interested.

In the meantime, a plan of reorganization and a capitalization of the stock and debts, which included a sale of the road, property, franchises and privileges of the company, was agreed upon by the holders of over two-thirds interest therein, which was presented to the court, and by it accepted, and included in the record of the proceedings in the case. An order for a sale in accordance therewith was issued by the court on the 24th of June, 1863, to the special master commissioner in the case, who, as authorized, sold the said property for \$500,000—the minimum price fixed by the court—to three trustees—they purchasing for the benefit of the parties to the plan for reorganization.

On the 20th of November following the Court approved and confirmed the proceedings and sale made by the master commissioner, and finding that, according to the plan proposed, a reorganization of the company had been made under the name of the Columbus and Indianapolis Railroad Company, and in accordance with the provisions of an act passed April 11, 1861 (58 O. L., 70), approved and confirmed the same, and ordered the said special master commissioner to execute and deliver to the company so reorganized a deed in fee simple for the property, rights, privileges and franchises sold by him, and purchased by said trustees, in trust for the purposes specified: and that the purchase-money be paid over to the Special Master Commissioner for distribution, according to the orders of the Court. All of which being done and performed according to said orders, was approved and confirmed.

October 31, 1863, the certificate of the reorganization of the company, as the Columbus and Indianapolis Railroad Company was filed in the office of the Secretary of State. (Record of Corporations No. 2, page 201.)

Under authority of the provisions of section 24 of the act of May 1, 1852, "to provide for the creation and regulation of incorporated companies in the State of Ohio," an agreement was made June 29, 1864, with the Richmond and Covington Railroad Company, duly ratified by the stockholders of each company, under which the latter sold, September 5th, 1864, its road from Bradford Junction to the Indiana State line—32 1-5 miles in length—with all its privileges and appurtenances, to the Columbus and Indianapolis Railroad Company; the purchaser, as consideration therefor, assuming the payment of principal and interest of bonds to the amount of \$250,000, bearing date June 24, 1862, and the principal and interest of other bonds to the amount of \$106,000, bearing date March 1, 1864, issued by said Richmond and Covington Railroad Company, and to pay the same according to the tenor thereof, and satisfy and discharge the mortgages executed to secure the payment of said bonds, and to pay the balance of purchase-money (\$644,000 in all) in stock of the Columbus and Indianapolis Railroad Company, at par value of \$50 per share, the purchaser assuming all the liabilities of said Richmond and Covington Railroad Company for right of way, etc.

The Richmond and Covington Railroad Company was incorporated by filing the required certificate of organization in the office of the Secretary of State, March 12, 1862 (Record of Corporations No. 2, page 110), which sets forth the railroad to be constructed as "from a stake in the track of the Columbus, Piqua and Indiana Railroad, on land of John Sowers, in Newberry township, Miami county, through the counties of Miami, Darke and Preble, to the State line of the State of Indiana." The road was constructed, the company selling and transferring it as before named, September 5, 1864, to the Columbus and Indianapolis Railroad Company.

October 17, 1864, was filed with the Secretary of State of Ohio (Record of Corporations No. 2, page 305)—[Filed October 19, 1864, with Secretary of State of Indiana]—articles entered into August 10, 1864, between the Columbus and Indianapolis Railroad Company of Ohio and the Indiana Central Railway Company of Indiana—duly ratified subsequently by the stockholders thereof—by which, under the laws of Ohio and Indiana, the two companies agreed to consolidate into one corporation, under the name of the *Columbus and Indianapolis Central Railway Company*.

The Indiana Central Railway Company, of Indiana—one of the parties to the consolidation named—originated in an act passed January 26, 1847, by the Legislature of Indiana, chartering the Terre Haute and Richmond Railroad Company, with power to construct a road from the western boundary of that State, via Terre Haute and Indianapolis, to Richmond. In addition to others of previous dates, on January 20, 1851, an

amendatory act was passed terminating the road at Indianapolis, and releasing the company from the construction of any portion east of that point. This act farther created the directors elected by stockholders, east of Indianapolis, and such stockholders a body corporate under the name of the *Indiana Central Railway Company*, with authority to construct said road in the general direction of the National Road, so as not to interfere therewith, from Indianapolis east to the State line dividing Indiana and Ohio; the company to be subject to the provisions, etc., of the act incorporating the Terre Haute and Richmond Railroad Company, and the amendments thereto, so far as the same may be in force.

Under authority thus conferred the road was built on the line and with termini prescribed.

September 10, 1867, was filed in the office of the Secretary of State of Ohio (Record of Corporations No. 4, page 468), a certified copy of articles of agreement dated June 23, 1867, by and between the Columbus and Indianapolis Central Railway Company, the Union and Logansport Railroad Company, and the Toledo, Logansport and Burlington Railway Company, to consolidate under the corporate name of the *Columbus and Indiana Central Railway Company*—the roads of the several companies forming a continuous line from Columbus, Ohio, to the boundary line between Indiana and Illinois.

The Union and Logansport Railroad Company was incorporated by filing certified copy of its articles of association in office of Secretary of State of Indiana January 5, 1863, to build a road, commencing at the State line in the town of Union, Randolph county, to Logansport, to pass in and through the counties of Randolph, Jay, Blackford, Grant, Miami and Cass, its length to be about ninety-three miles.

The other company party to the consolidation, the Toledo, Logansport and Burlington, was originally incorporated as the *Logansport and Pacific Railroad Company*, filing its articles of association with the Secretary of State of Indiana May 5, 1853, to build a road from Logansport, through the counties of Cass, White and Jasper, via Monticello, in the general direction of Middleport, Illinois, to the west line of Indiana.

By resolution of the Board of Directors, the name of the company was changed May 7, 1853, to *Logansport and Pacific Railway Company*, which was changed September 12, 1854, to *Logansport, Peoria and Burlington Railway Company*, and this again June 11, 1855, to Toledo, Logansport and Burlington Railroad Company. The road was built in 1859, and opened for business January 1, 1860.

Default having been made in the payment of interest on the mortgage bonds issued by this company in December, 1860, suit of foreclosure was commenced by holders of the second mortgage bonds, but by an agreement with the stockholders and creditors a new organization was formed, by which the second mortgage bonds were capitalized as preferred stock, issuing common stock for that issued by the old company, and paying off the floating debt, the new company filing certified copy of its articles of association and reorganization with the Secretary of State of Indiana, September 25, 1862, which recited that pursuant to a decree of foreclosure granted by the United States Circuit Court for the District of Indiana May 29, 1862, on the 10th of July, 1862, the railroad of the Toledo, Logansport and Burlington Railroad Company, extending from Logansport westward, through the counties of Cass, White, Jasper and Newton, to the west line of the State of Indiana, with all appurtenances, franchises, etc., were sold at public auction, and the same were purchased by certain persons named, through their trustee; and that said trustee, in discharge of his said trust, conveyed said property and franchises on the 31st of July, 1862; and that said purchasers did, on the 22d day of September, 1862, constitute themselves a corporation, by the name of the *Toledo, Logansport and Burling-*

ton Railway Company, organizing under the original charter, with all the rights, etc., of said original company.

Under an agreement of December 4, 1867, subsequently ratified by stockholders of the companies parties thereto, the Columbus and Indiana Central Railway Company of Ohio and Indiana; and the Chicago and Great Eastern Railway Company of Indiana and Illinois, consolidated under the corporate name of the *Columbus, Chicago and Indiana Central Railway Company*, filing certificates as follows: In office of Secretary of State of Ohio, February 12, 1868 (Record of Corporations No. 5, p. 51), with Secretary of State of Indiana, February 12, 1868, and with Secretary of State of Illinois, February 11, 1868.

The Chicago and Great Eastern Railway Company, party to said consolidation, was the result of several previous consolidations, embracing four original corporations: First. The Galena and Illinois River Railroad Company, incorporated February 18, 1857, by the State of Illinois, with power to construct a road from Galena to a point to be located in township 35 E., R. 13 of 3rd principal meridian, and authorized to consolidate with other companies in Illinois or other States. This company only built a road from boundary line between Illinois and Indiana to Chicago, twenty-seven and one-half miles.

Second. The Chicago and Great Eastern Railway Company, which was incorporated under the laws of Indiana (certificate filed with the Indiana Secretary of State, June 19, 1863), to construct a road from Logansport northwesterly, through the counties of Cass, Pulaski, Stark, La Porte, Porter and Lake, to the eastern boundary line of Illinois, about eighty-six miles.

Third. A consolidation of these two companies was effected under acts of the Indiana Legislature, February 23, 1853 (G. and H. Statutes of Indiana, Vol. 1, p. 526), and of Illinois, February 23, 1854 (Laws of Illinois, 1854, p. 9), assuming the name of the latter, the *Chicago and Great Eastern Railway Company*, thus forming a continuous line from Logansport to Chicago. Certificates thereof were filed October 30, 1863, with the respective Secretaries of State of Indiana and Illinois.

Fourth. The Chicago and Cincinnati Railroad Company was organized, filing certified copy of articles of association with the Secretary of State of Indiana, September 25, 1857, to construct a road from Logansport to a point on the Pittsburgh, Fort Wayne and Chicago Railway, at or near Valparaiso.

Fifth. By agreement dated January 25, 1865, under the laws of Illinois and Indiana, the Chicago and Great Eastern Railway Company of Illinois and Indiana and the Chicago and Cincinnati Railroad Company formed a consolidated company, retaining as its corporate name the *Chicago and Great Eastern Railway Company*. (Articles filed with the Secretary of State of Indiana, July 1, 1867.)

Sixth. July 10, 1860, was filed with the Secretary of State of Indiana, certificate of organization of the Cincinnati and Chicago Air Line Railroad Company, formed by parties who, under the decree of the United States Circuit Court of Indiana for foreclosure of mortgage, purchased, April 23, 1860, at a sale by public auction, the Cincinnati, Logansport and Chicago Railway, extending from Richmond to Logansport.

Seventh. This last-named company was consolidated January 25, 1865, under the laws of Illinois and Indiana, with the Chicago and Great Eastern Railway Company, the consolidated company taking for its corporate name Chicago and Great Eastern Railway; and this company, under agreement of December 4, 1867, subsequently approved by vote of stockholders—articles filed in the office of the Secretary of State of Ohio, February 12, 1868 (Record of Corporations, No. 5, p. 51), filed with the Secretary of Indiana, February 12, and of Illinois, February 11—formed with the Columbus and Indiana Central Rail.

way Company of Ohio and Indiana a consolidation, the new Company taking the name of the *Columbus, Chicago and Indiana Central Railway Company*.

January 22, 1869, this—the *Columbus, Chicago and Indiana Central Railway*—company entered into a contract, to take effect February 1, 1869, whereby it leased its entire railway, with all its property, appurtenances, equipments, franchises, etc., etc., for the term of 99 years, renewable forever, and assigning all its contracts to the Pittsburgh, Cincinnati and St. Louis Railway Company and the Pennsylvania Railroad Company, the latter guaranteeing the faithful performance of the covenants and agreements made by the Pittsburgh, Cincinnati and St. Louis Railway company.

Lessee agrees to keep, maintain and preserve said road in good working condition as a first-class railroad; to maintain in good repair and condition all its rolling-stock, fixtures, etc., during the term of the lease, and to pay 30 per cent. of the surplus remaining of the gross earnings, after paying from the same all taxes and assessments on the property thereby demised, to the lessor, for the payment of interest on its bonded indebtedness; said lessee guaranteeing the payment of said interest, should the said 30 per cent. prove insufficient.

The lessee also agrees to provide an annual sinking fund, as required of the *Columbus, Chicago and Indiana Central Railway Company*, for the purpose of redeeming its bonds.

Since the date named, the road has been operated by the Pittsburgh, Cincinnati and St. Louis Railway Company, as a part of its line.

COLUMBUS AND HOCKING VALLEY RAILROAD COMPANY.

This company, originally the *Mineral Railroad Company*, filed its certificate of organization under that name in the office of Secretary of State of Ohio, April 14, 1864, for the purpose of constructing a road from Columbus to Athens.

June 26, 1867, by decree of the Common Pleas Court of Franklin county—copy filed in the office of Secretary of State, July 1, 1867—the name of the company was changed to "*The Columbus and Hocking Valley Railroad Company*."

A branch from Logan, on the main line, to New Straitsville, Perry county, 13 miles, was built under authority of the general law of May 1, 1852, and the amended 4th section thereof passed March 8, 1865. (§2 O. L., 37.)

The road has been completed, and is in successful operation.

COLUMBUS, SPRINGFIELD AND CINCINNATI RAILROAD COMPANY.

March 2, 1846, an act was passed incorporating the *Springfield and Columbus Railroad Company* (44 O. L., 271), which, with amendatory act of February 24, 1848 (46 O. L., 259), was repealed by act of February 16, 1849, incorporating a company under the same name (47 O. L., 150), with power to construct a road from Springfield eastwardly to Columbus, or to intersect the Columbus and Xenia Railroad at London. Under this charter the road was constructed from Springfield to London, 20 miles.

June 1, 1854, the road was leased to the Mad River and Lake Erie (now Cincinnati, Sandusky and Cleveland) Railroad Company for the term of 15 years, the lessee to stock and run the road, paying out of the proceeds, first, the operating expenses; second, interest on \$150,000 bonds outstanding of the Springfield and Columbus Company, and the balance, if any, to the lessor; but the net earnings of the road, under the lease, being insufficient to pay interest on the bonds, a suit was commenced January 2, 1865, in the United States Circuit Court for the Southern District of Ohio, by Jacob W. Pierce, for

foreclosure of the mortgage and sale of the road. Under proceedings had in the case, a decree was issued February 5, 1868, for appraisement and sale of the road, appurtenances, fixtures and entire property, with all the rights and privileges of the said Springfield and Columbus Railroad Company.

At a sale made in pursuance of said order and decree, May 8, 1868, by the United States Marshal, the road and property was purchased by Jacob W. Pierce for the sum of \$100,000. June 19, 1868, the sale was duly confirmed by the court, and a deed ordered to be made to the purchaser, which was accordingly executed and delivered June 22d following.

May 7, 1869, the *Columbus, Springfield and Cincinnati Railroad Company* was incorporated by filing in the office of the Secretary of State (Record of Corporations No. 6, p. 325) its certificate of organization to build a railroad from Columbus to Springfield, passing through the counties of Franklin, Madison and Clarke.

September 4, 1869, Jacob W. Pierce and wife executed and delivered a deed conveying to this company the railroad and property of the Springfield and Columbus Railroad Company purchased by him as heretofore stated, the consideration being 5,000 shares (\$250,000) of paid up stock in the Columbus, Springfield and Cincinnati Railroad Company.

June 28, 1870, this company entered into a contract whereby it leased its entire road, property and rights to the Cincinnati, Sandusky and Cleveland Railroad company for a term of ninety-nine years, to take effect July 1, 1870, renewable forever, the lessor to construct and complete for use its line of road between London and Columbus by September 1, 1871, and to have that part of its line between Springfield and London in complete repair, so that regular trains could be run from Springfield to Columbus; the lessor to have the privilege of issuing coupon bonds, secured by deed of trust or mortgage on the road and property, to the amount of \$1,100,000, and to keep and maintain its corporate existence and organization, in order to protect the lessee in the quiet possession of the demised premises. The lessee to maintain, use and operate the road from Springfield to Columbus, make such improvements, etc., as the business may require, pay all operating expenses, all damages by loss or injury to persons or property, all taxes and assessments; and to so conduct and manage the road as to increase and develop the local business, and in connection with other lines to give said road such share of the general through business of the country as its locality, etc., will permit, earnings from that source to be divided pro rata in proportion to length of line traversed by each company.

The contract provided for a rental to be paid until such time as the road shall be completed and placed in possession of the lessee, and from that date, in equal quarterly payments, of 40 per cent. of the gross earnings and income of the road between Springfield and Columbus, until the aggregate sum thus to be paid shall exceed \$120,000, when the lessee shall only be entitled to receive 50 per cent. of such excess—the lessee guaranteeing that the annual payment shall not be less than \$30,000.

The road is operated by the Cincinnati, Sandusky and Cleveland Railroad Company, and is a part of its line from Columbus, via Springfield, to Sandusky, 175 miles.

COLUMBUS AND XENIA RAILROAD COMPANY.

This company was chartered March 12, 1844 (42 O. L., 194), with power to construct and maintain a railroad from Columbus to Xenia.

Under the authority of the charter, the amendments thereto of March 8, 1845 (43 O. L., 309), of February 23, 1846 (44 O. L., 157), and the various acts authorizing the company

to borrow money, and the counties and towns on its line to subscribe to its capital stock, the road was constructed between the points named, 55 miles, and opened for business February, 1850.

By act of February 4, 1848 (46 O. L., 79), the company was authorized to construct a road from Columbus to Delaware, and to extend its road to Dayton by act of March 21, 1850. (48 O. L., 264.)

November 30, 1853, the company entered into a partnership or union contract with the Little Miami Railroad Company, their roads to be run and worked as one line, under the care and direction of one superintendent, to be appointed by concurrent action of the boards of directors of the respective companies, and subject to the direction of a joint committee composed of two members from each board. All the current expenses of the two companies, and of each of them, of every sort, including working and maintenance of roads, machinery, rolling stock, structures, etc., and all the current interest becoming due by either company on its bonds or other debts, to be paid out of the gross earnings of the two companies; the directors thereof also to set apart and appropriate such portion of said gross earnings as they may mutually deem required for the purpose of keeping up the respective roads in good repair and condition, or as a sinking fund for the future payment of debts, the residue of said gross earnings to be applied, first, to the payment of dividends of the two companies, which shall at all times be the same, or an equal per cent. on the stock of each company, and shall be made by the concurrent action of the two boards of directors—no dividend to be made by either company without a like one by the other company. After paying such dividends, the surplus, if any, to be divided between the two companies, or otherwise disposed of by concurrent action of the two boards from time to time.

Equipments of every description belonging to the parties, and all purchased or acquired for the use of the two roads, to be owned and held in common—each owning in the same proportion as its capital stock bears to the aggregate capital of both companies.

No real estate to be purchased, construction accounts increased, nor contract or debt created by either company except by consent of the joint committee before named, as provided for, or of the two boards of directors.

The capital of either company not to be increased beyond the amounts fixed by charter and amendments—that is, \$3,000,000 for the Little Miami, and \$1,500,000 for the Columbus and Xenia Company—without the consent of the other company, but at liberty, and within said limits, may increase its capital so as to bear the same proportion to the other as the amounts in their charters above named.

All the earnings and income of each road from any source whatever, arising or accruing to either company, to be added to and go to make up the gross earnings of said roads.

January 1, 1865, the two companies in conjunction leased the Dayton and Western Railroad—from Dayton to Indiana State line—and the interest of the Dayton and Western Railroad Company in the Richmond and Miami Railway, from the State line to Richmond, Indiana, for the term of ninety-nine years, renewable forever, with all the property, appurtenances and privileges appertaining, except certain leased premises in Dayton, the shop, machinery, etc. Lease was made subject to an agreement of lease between the Dayton and Western and the Dayton and Union Railroad Companies, dated January 14, 1863, for the use by the latter in common of the track between Dayton and Dodson, upon certain specified terms and a yearly rental of \$8,000; to a contract with

the Cincinnati, Hamilton and Dayton Railroad Company relating to the joint use of tracks of the two companies in Dayton and the bridge over the Great Miami river. The conditions and stipulations of the same, and of the lease by the Dayton and Western Company of the Richmond and Miami Railway hereby assigned, are accepted and assumed by the lessees, who agree to carry out and fulfill all of said agreements.

The Dayton and Western Company agrees to procure a majority of the capital stock of the company held by individuals, not less than \$155,000 in the aggregate, to be transferred to the said lessees.

The lease was made subject to a deed of trust, dated November 1, 1864, made to J. R. Swan, trustee, to secure payment of 738 bonds of \$1,000 each, payable January 1, 1895, the semi-annual interest of which, amounting to \$23,515, the lessees assumed as the rental to be paid for said property, also agreeing to indorse and guarantee the payment of the principal and interest of said bonds; and upon payment of the principal and interest of said 738 bonds, the Dayton and Western Railroad Company agrees to convey in fee simple to said lessees the railroad and property hereby leased.

February 4, 1865, the Little Miami and Columbus and Xenia Railroad Companies purchased, under judicial proceedings, the Dayton, Xenia and Belpre Railroad, extending from Xenia to Dayton, 16 miles, paying therefor \$415,000.

November 30, 1868, the partnership under the union contract of November 30, 1853, was dissolved, the Little Miami Railroad Company agreeing to take and work, at its own risk and expense, the line of road of this company, and the roads owned and leased jointly by the two companies, with their appendages, and also take the joint property, goods and chattels, rights, credits, moneys and effects of the two companies, and assume and pay all the partnership and other debts and liabilities of each, except the principal of the mortgage debt of this company, and pay annually, in quarterly payments, such a rental, free of all taxes, assessments, etc., as that the stockholders of this company shall receive a dividend of 7 per cent. per annum, net, on its capital stock of \$1,786,200; provided, however, that there may be retained out of such quarterly payments of said rental so much as will be equal to one-fourth of 7 per cent. on the amount of the said capital stock owned and held by said lessee, and so appearing upon the stock books, the amount thus withheld to be accounted for by this company when settling with said lessee for any dividend which may be declared upon the said stock so owned by that company; and in event of contingency specified, pay an amount not exceeding 1 per cent per annum, net, in addition. It being understood that the dividends, if any, to the stockholders of the Little Miami Company shall be declared semi-annually, at the meeting of its board of directors held in the week preceding the last Monday of May and November in each year, its capital stock being \$3,572,400, and the lessee covenanting not to declare any dividend to its stockholders except from net income and profits accrued or accruing before the time fixed for the payment of such dividend; in consideration whereof this company leased all its right, title and estate therein for the term of ninety-nine years, renewable forever; the property thus conveyed being subject to all liens, rents and covenants heretofore made by the first and second parties, or either of them, covenanting only that the lessee shall enjoy the same without interruption or molestation from this company or its successors so long as the said lessee, its successors and assigns, keep and perform the covenants and stipulations hereby provided. This company to cancel \$198,000 of unissued bonds authorized by the mortgage securing its bonded debt, leaving the amount negotiated and issued \$302,000, and covenanting not to make or create any new debt or liability, except to meet any defalcation of lessee in paying debts or liabilities assumed by this agreement.

This company, within a reasonable time before maturity of its said outstanding mortgage bonds, shall, at the request and expense of the lessee, make, execute and deliver to trustees new 7 per cent. coupon mortgage bonds of the same tenor and amount (\$302,000) as now outstanding, payable ninety years from September 1, 1890, with interest payable semi-annually, executing and delivering a mortgage or trust deed to secure the same, on the Columbus and Xenia Railroad and its appurtenances, of like tenor as the existing mortgage, which shall take precedence of this lease, and have a prior lien thereto on said demised premises.

The second party, at its own expense, to cancel and retire said outstanding mortgage bonds with and by the new ones, this company not being entitled to any of the premiums or chargeable with any losses or expenses accruing thereby. The interest on said mortgage bonds now existing or hereafter to be issued shall be paid by the said lessee.

This company reserves for the use of its treasurer the office room, vault, safes, furniture and stationery now in his possession, free of charge, and covenants to keep up and maintain its corporate organization, the Little Miami Company agreeing to pay the expenses thereof, the salary of the treasurer, and other current expenses, not to exceed the sum of \$2,500 per annum.

December 1, 1869, the Little Miami Railroad Company leased its entire line and branches, equipment, etc., to the Pittsburgh, Cincinnati and St. Louis Railway Company, and the same is now operated by that company as the "Little Miami Division" of its railway.

DAYTON AND MICHIGAN RAILROAD COMPANY.

This company was chartered March 5, 1851 (49 O. L., 440), with authority to construct a railroad, commencing at or near Dayton, via Sidney, Shelby county, Lima, Allen county, and Toledo, to a point on the Michigan State line, in the direction of Detroit, and in accordance therewith the road was built from Dayton to Toledo, 140 $\frac{3}{4}$ miles.

May 1, 1863, the road, property, etc., of the company, including its rights and interest in a contract with the Cleveland and Toledo Railroad Company for the right of way over and use of bridge, its approaches, etc., across the Maumee river at Toledo, and in contract with the Michigan Southern and Northern Indiana Railroad Company for joint use of certain tracks, depot grounds and passenger and engine-houses, passed, under a perpetual lease, into the hands of the Cincinnati, Hamilton and Dayton Railroad Company, the lessee assuming the various contracts of the lessor for elevator, warehouse and other privileges, and to hold, maintain and operate the line as a railroad, in connection with its own, as a through line, the same as if actually demised to it by the Dayton and Michigan Railroad Company.

As consideration, the lessee, after paying taxes, current running expenses, construction and repairs, to pay accruing and past due interest on the mortgage bonds of the Dayton and Michigan Company, and for such additional rolling stock as increased business of the road may require; any balance of earnings to go to said company, to be applied as may be required by its board of directors.

The lessee also to guarantee by indorsement on the bonds the punctual semi-annual payment of the interest coupons attached to \$3,000,000 of the mortgage bonds of the said Dayton and Michigan Railroad Company.

The foregoing lease was modified June 23, 1870, by providing for the payment by lessee of all debts and liabilities of the Dayton and Michigan Railroad Company, including the obligation to provide and set apart sinking funds for the final payment of its several issues of mortgage bonds; authorizing the issue by the Dayton and Michigan

Company, with consent of lessee, of preferred stock or other securities to be used in exchange for or payment of its present outstanding mortgage bonds, in such manner as to protect the unpreferred stockholders; providing for payment by lessee of dividends or interest thereon, and also a dividend of $3\frac{1}{4}$ per cent. per annum, in semi-annual payments, on the unpreferred stock of said Dayton and Michigan Company, etc., in addition to provisions to better protect the interests of the parties to the lease.

The line has been operated since date of lease by the Cincinnati, Hamilton and Dayton Company.

DAYTON AND UNION RAILROAD COMPANY.

February 26, 1846 (44 O. L., 189), the *Greenville and Miami Railroad Company* was chartered, with authority to construct a railroad from Greenville to a point on the Dayton and Western Railroad, or on the Miami or Miami Extension Canal, to be determined by the directors. By amendatory act of March 23, 1850 (48 O. L., 311), the company was authorized to extend said railroad from Greenville westwardly to the Indiana State line.

Under the charter and amendments thereto the road was built from Dayton, via Greenville, to Union City; but the company failing to meet its liabilities, August 16, 1861, George S. Coe, as trustee for holders of mortgage bonds of the company, filed a petition in the Circuit Court of the United States for the Southern District of Ohio for the foreclosure of the mortgage and sale of the road. During the progress of the suit, on the 16th of September, 1862, there was filed an agreement for the sale and capitalization of interests, as authorized by act of April 11, 1861 (58 O. L., 70), by which trustees were named and appointed to carry out the objects thereof. Under the further proceedings had in the case the said railroad was sold October 30, 1862, including right of way and all property and rights of every kind appertaining, to the said trustees for the sum of \$1,000, subject to the first mortgage thereon of \$150,000.

January 5, 1863, this sale was approved and confirmed by the court, and it further ordered the master commissioner in said case to make and deliver to said purchaser a deed for the premises thus sold, which was duly complied with.

Under the provisions of the act heretofore named, of April 11, 1861, on the 8th of January, 1863, the Greenville and Miami Railroad Company was reorganized, assuming the name of the *Dayton and Union Railroad Company*. Certificate filed in the office of the Secretary of State January 19, 1863. (Record of Corporations No. 2, p. 143.)

January 14, 1863, this company leased from the Dayton and Western Railroad Company the permanent use, in common with the latter company, of its line of road between Dayton and Dodson, the use by this company to be subordinate to the necessary use thereof by the lessor, and for said use, etc., agreeing to pay the sum of \$8,000 yearly, in monthly installments; conditioning that when the gross receipts of the Dayton and Union Railroad shall exceed \$100,000 per annum the compensation for the use of track to be increased at the rate of ten per cent. on all of said excess.

Subsequently this company took up and sold the iron and superstructure of its road between Dayton and Dodson, the track of which ran parallel with that leased from the Dayton and Western Company.

The road was transferred December 23, 1871, to a trustee, by whom it is held and operated.

DAYTON AND WESTERN RAILROAD COMPANY.

This company was chartered February 14, 1846 (44 O. L., 93), to construct a road from Dayton to a point on the State line between Ohio and Indiana to be selected by the directors. Construction was commenced in July, 1848, and the road opened for business October 11, 1853, Dayton to State line, 38 miles.

January 14, 1863, the company leased to the Dayton and Union Railroad Company the permanent use in common of its track from Dayton to Dodson, 15 miles, subordinate to the necessary use of the same by the lessor, for the sum of \$8,000 yearly, payable in monthly installments, to be supplemented, when the gross earnings of the Dayton and Union Railroad shall exceed \$100,000 per annum, by ten per cent. on all such excess.

Under date of February 4, 1865, the company leased from the Richmond and Miami Railway Company of Indiana, for ninety-nine years from January 1, 1865, renewable forever, the entire control of its road, right of way, buildings, etc., from its western terminus on the line dividing the States of Ohio and Indiana, to the point of junction or switch where its said road diverges and runs to Eaton and Hamilton; also the use of the remaining portion to its western terminus in the city of Richmond, three miles in all, for the semi-annual payment of \$2,750, payable each first of January and July.

February 4, 1865, the company entered into an agreement to lease to the Little Miami and Columbus and Xenia Railroad Companies, for ninety-nine years from January 1, 1865, renewable forever, its road, property and privileges, excepting certain leased premises and other property in Dayton, the shop, machinery, tools, etc., and providing that a contract between the Dayton and Western and Columbus and Xenia Companies of March 12, 1863, be surrendered and settled up to the above date.

The lease was made subject to a contract of lease between the Dayton and Western and Dayton and Union Railroad Companies of January 14, 1863, by which the latter have the use of the Dayton and Western track from Dayton to Dodson.

Also of a contract dated May 26, 1864, between the Dayton and Western and Cincinnati, Hamilton and Dayton Railroad Companies, relating to the joint use of tracks of the two said companies in Dayton and the bridge over the Great Miami river.

The lease of the Richmond and Miami Railway was also transferred and assigned, the lessees assuming all the stipulations and conditions of the several named contracts of the Dayton and Western Company, and agreeing to carry out the several provisions thereof.

The Dayton and Western Company agreed to procure to be transferred to the lessees a majority of its capital stock, not less than \$155,000 in the aggregate.

The lease was made subject to a deed of trust dated November 1, 1864, to secure the payment of \$738,000, bonds of the Dayton and Western Railroad Company, due and payable January 1, 1895, the lessees assuming payment of the semi-annual interest thereon as rental for said property, and also agreeing to indorse and guarantee the payment of the principal and interest of said bonds, the Dayton and Western Company agreeing, upon the full payment thereof and the interest thereon, to convey in fee simple to the said lessees the railroad and property thereby leased.

The foregoing contract for lease was duly approved and ratified by a majority of the stockholders of each company party thereto.

The Columbus and Xenia Company assigned its interest in the foregoing lease to the Little Miami Railroad Company, to take effect December 1, 1863, and it was transferred by that company, together with its own and other leased lines, to the Pittsburgh, Cincinnati and St. Louis Railway Company, taking effect December 1, 1869, and the road since that time has been operated by that company, in connection with its own and other leased lines.

DAYTON, XENIA AND BELPRE RAILROAD.

The Dayton, Xenia and Belpre Railroad Company was chartered February 19, 1851 (49 O. L., 432), authorized to construct a railroad from Dayton to Xenia, and thence to intersect with the Belpre and Cincinnati Railroad, in Highland county. Work was

commenced in 1852, but only sixteen miles of road was built—Dayton to Xenia. The company became financially embarrassed, and February 4, 1865, the road was sold under a decree of foreclosure to the Little Miami and Columbus and Xenia Railroad Companies, they paying therefor the sum of \$415,000. The road is now a part of the lines leased to and operated by the Pittsburgh, Cincinnati and St. Louis Railway Company.

GALLIPOLIS, McARTHUR AND COLUMBUS RAILROAD COMPANY.

This company filed its certificate of incorporation with the Secretary of State March 3, 1870, for the purpose of constructing a railroad from Gallipolis, via McArthur, to Logan, passing through the counties of Gallia, Jackson, Vinton and Hocking, 62 miles.

At date of its first report to the Commissioner, June 30, 1873, the road was under construction, the grading of 31 miles being completed, and work progressing on $5\frac{1}{2}$ miles additional. Fifteen miles of the former and three of the latter is on the old line of the Scioto and Hocking Valley Railroad, on which the work was done before the organization of this company.

No bonded debt has been created, the expenditures having been made from subscriptions to capital stock along the line.

HARRISON BRANCH RAILROAD COMPANY.

The Harrison Branch Railroad, from Valley Junction to Harrison, seven miles, all in Hamilton county, was built by individuals acting as a partnership, and leased by them to the Cincinnati and Indiana Railroad Company, who operated it as a branch, subsequently transferring it, in connection with its own road, to the Indianapolis, Cincinnati and Lafayette Railroad Company, who retained possession until May 1, 1871, when, as the result of a suit at law, the owners obtained possession, and re-leased it to the White-water Valley Railroad Company, who operate it as a part of their line, as rental paying \$16,000 per year, keeping the road in repair and paying all taxes. The Harrison Branch Railroad Company filed its certificate of incorporation with the Secretary of State December 6, 1871.

IRON RAILROAD COMPANY.

This company was chartered March 7, 1849, (47 O. L., 160,) with authority to construct a railroad from a point on the Ohio river, in Lawrence county, to the south line of Jackson county, with the right of continuing to the line of the Belpre and Cincinnati (now Marietta and Cincinnati) Railroad. The part of the road built, fourteen miles, is all in Lawrence county.

LAKE ERIE AND LOUISVILLE RAILWAY COMPANY.

The Fremont and Indiana Railroad Company filed its certificate of organization in office of Secretary of State of Ohio April 25, 1853, (Record of Corporations No. 1, p. 80) to build a road from Fremont, via Rome, Seneca county, and Findlay, Hancock county, to the west line of the State of Ohio in Darke county. The company proceeded to construct and open the road for traffic from Fremont to Findlay, thirty-seven miles, nearly completing the line to Lima, but becoming insolvent, suit was brought by the bondholders for foreclosure of mortgage and sale of the road. In December, 1861, the same was sold at judicial sale and purchased by creditors, who organized a new company, assuming the name of Fremont, Lima and Union Railroad Company. Certificate filed in office of Secretary of State January 21, 1861 (Record of Corporations No. 2, p. 103). This company adopted the route and termini of the Fremont and Indiana Railroad Company, and

procured a conveyance of the road constructed by it from the purchasers at judicial sale. February 4, 1865, this company and the Lake Erie and Pacific Railroad Company of Indiana filed with the Secretaries of State of Ohio (Record of Corporations No. 2, p. 439) and Indiana articles of agreement for a consolidation of the two companies under the name of Lake Erie and Louisville Railroad Company, the stockholders of the Lake Erie and Pacific Company to receive, on surrender of their stock, certificates for an equal amount in the consolidated company, the stockholders of the Fremont, Lima and Union Company to receive, in exchange for surrender of its stock held by them, stock certificates for the amount, with an addition of sixty per cent. thereto, from the consolidated company to equalize the stock represented by the two companies. This agreement was ratified by the stockholders of the Fremont, Lima and Union Railroad Company January 14th, and by those of the Lake Erie and Pacific January 18th, 1865.

The Lake Erie and Pacific Railroad Company, the other party to said consolidation, was incorporated under the laws of Indiana, filing its articles of association with the Secretary of State thereof October 6, 1860, to build a road from Rushville, Rush county, to a point on the east line of the county of Randolph, at or near Union, at the south-west terminus of the Fremont and Indiana Railroad, about sixty miles. August 23, 1866, the consolidated (Lake Erie and Louisville) company entered into an agreement whereby the Columbus and Indianapolis Central Railway and the Jeffersonville, Madison and Indianapolis Railroad Companies contracted to construct and operate that part of this company's line of road from Cambridge City to Rushville, twenty and three-fourths miles, upon the basis of an estimate made by the engineer of the Lake Erie and Louisville Company of \$300,000, exclusive of cost of right of way, fencing and gravel bank to be added; the Cincinnati and Indianapolis Central and the Jeffersonville, Madison and Indianapolis Companies to advance such amount of money — estimated at \$30,000 — as should be adequate to liquidate the liabilities and incumbrances upon that portion of the road undertaken to be constructed; the proceeds of all subscriptions to the Lake Erie and Louisville Company's stock or otherwise, made to apply to that part of the line, the same being estimated at \$20,000, together with proceeds of any donation or bonus procured along the line of said portion in aid of its construction, to be applied to the payment or reduction of said advance; and this company, in payment for said construction and advance, to issue and deliver to the two companies contracting, as the work progressed or when completed, its bond, secured by mortgage on that part of the road to be so completed, for the amount of said estimate, bearing 7 per cent. interest, payable half-yearly, the principal due January 1, 1900, and when completed they to be entitled to its exclusive possession and use, to keep the same in good repair and pay all taxes thereon; provided, that upon completion by this company of its road northwardly to Union City it shall have the right to run its trains over that part built by said companies, on terms to be agreed upon between the parties.

On completion of its road to Union City as aforesaid, this company shall at any time have the right to liquidate and satisfy its indebtedness to said companies by paying them the par value of the principal of the bonds which they may hold or control as owners in their own right; and upon such payment, surrender to be made to this company of the free and full possession of said part of the road in good repair and condition, and unincumbered by any liens created or suffered by said companies, but upon such change of possession they to have the right to run their trains over the same, on just and reasonable terms to be agreed upon.

During the possession and use by said companies of the road to be constructed, after its completion, they jointly and severally agree to pay the interest accruing upon the

bonds of this company issued to them, and indemnify it against any interest which may accrue thereon prior to the completion of the work.

Under this agreement the portion of road designated was built, and is used by the two contracting companies.

In March, 1862, the Fremont, Lima and Union Railroad Company made a mortgage to N. A. Cowdrey, of New York, on all its road, to secure bonds to the amount of \$500,000, on which interest was due and unpaid since January, 1863.

In December, 1866, the Lake Erie and Louisville Railroad Company made a mortgage on that part of its road between Union City and Cambridge City, Indiana, to George T. M. Davis, of New York, to secure bonds to the amount of \$700,000, but only \$90,000 of said bonds were negotiated. On fifty-eight of said bonds interest was due and unpaid since July 1, 1870, and on thirty-two thereof, since January 1, 1871.

On the 29th day of March, 1871, said trustees filed their joint bill to foreclose said mortgages in the Circuit Court of the United States for the Northern District of Ohio, and soon thereafter filed auxiliary bill in the Circuit Court of the United States for the District of Indiana, and afterwards, on the 4th day of April, 1871, the Circuit Court of the United States for the Northern District of Ohio appointed L. Q. Rawson receiver, which appointment was soon after made and ratified by the Circuit Court of the United States for the District of Indiana.

On the 31st day of May, 1871, said complainants took a decree of foreclosure in said Court in Ohio, and on the 1st day of June, 1871, an auxiliary decree in said Court in Indiana.

The road was sold July 27th, 1871, under the decree of foreclosure—sale confirmed October 18th, 1871; but the property was held in charge of a receiver until January 1st, 1872. The purchase was made by trustees for the benefit of all the bondholders. That part of the road located in Ohio, extending from Fremont to Union City, was reorganized under the name of the Fremont, Lima and Union Railway Company, in November, 1871—certificate filed in office of Secretary of State November 4—and the property was deeded to them by the trustees December 26th, 1871. That part of the road located in Indiana was reorganized November 10th, 1871, under name of Lake Erie and Louisville Railway Company, and the two companies were consolidated under the name last given. Articles of agreement filed in office of Secretary of State of Ohio April 12, 1872.

The articles of consolidation provide: 1st. Number of directors, nine; four to be residents of Ohio, two of Indiana, and others of the United States. First election of directors, May 3d, 1872. Each share of stock in original companies entitled to one vote; all subsequent elections of directors to be at such time and place as may be prescribed by the by-laws of the board of directors. 2d. Directors to elect president and vice-president from their own number, and appoint a secretary, treasurer, chief engineer and other necessary officers. 3d. Capital stock, \$4,000,000; shares, \$50 each. 4th. Stockholders of original companies, upon surrender of stock certificates therein, entitled to certificates of stock in the consolidated company. 5th. All rights, franchises, privileges, real estate and all other property of original companies shall pass to consolidated company, it assuming all liabilities of original companies.

That part of the Lake Erie and Louisville Railway lying south of Cambridge City, Indiana, was not sold under the decree of foreclosure; and the company has extended its line from Fremont to Sandusky, under act of April 27th, 1872 (69 O. L., 177). Certificate filed with Secretary of State of Ohio May 17th, 1872.

By the foreclosure in 1871, the bonded debt was all canceled. Since the reorganization a first mortgage was executed for \$2,880,000; a portion of the bonds only issued,

and a second mortgage was also executed for \$1,000,000, of which, in pursuance of agreement in purchase of the road after the judicial sale, \$500,000 was issued for the road in Ohio, and \$500,000 for that part in Indiana.

At date of report, June 30, 1873, the road from Fremont to Lima, 67½ miles, was completed and in operation. From Lima to St. Mary's, 20½ miles, and from Union City to Cambridge, 30 miles in Indiana, was graded in addition.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

This company, with its line of road owned and operated, is the result of the consolidation of a number of original corporations, and the purchase or lease of the lines of others, in the several States of Michigan, Indiana, Ohio, Illinois, Pennsylvania and New York.

That first in order, the *Erie and Kalamazoo Railroad Company*, was chartered April 22, 1833, by the Territory of Michigan (Territorial Laws of Mich., 1833, page 78)—the present boundary line between Ohio and Michigan not having been established—with authority to construct a railroad from Toledo, Ohio (then known as Port Lawrence), via Adrian, to a point on the Kalamazoo river, but the road was only built from Toledo to Adrian, 33 miles.

May 25, 1849, the company leased the road in perpetuity to the Michigan Southern Railroad Company at \$15,000 per annum for first five years (commencing August 1, 1849); \$24,000 per annum for the next five, provided road is completed to Laporte, Indiana; then if railroad connection is made to Chicago by August 1, 1854, the rental for the five years following to be \$27,000 per annum, and at the close of said time (August 1, 1859) to be \$30,000 per annum perpetually, the lessee to pay all taxes in addition to said rental.

The Michigan Southern Railroad Company of Michigan, the lessee above named, was chartered May 9, 1846 (Michigan Laws, act 1846, page 170), authorized to purchase from the State of Michigan all its right, title and interest in and to the Southern Railroad and appurtenances (which was commenced by the State about 1838, but only finished at time of transfer to the Michigan Southern Railroad Company from Monroe to Hillsdale) for the sum of \$500,000; to construct and maintain said railroad from Monroe to Coldwater and Lake Michigan; also from the Lenawee Junction with the Tecumseh Branch to Jackson; but by subsequent legislation a variation of the western portion of the road was authorized.

The line was completed from Monroe to a point on the southern line of the State toward Chicago, 126 miles, there connecting with the road of the Northern Indiana Railroad Company from Lenawee Junction to Jackson, 42 miles, and from White Pigeon to Constantine, 4 miles—a total of 172 miles.

The Buffalo and Mississippi Railroad Company was chartered February 6, 1835, by the State of Indiana (Local Laws of Ind., 1835, page 16), authorized to construct a railroad from the eastern to the western boundary line of the State. By act of February 6, 1837 (Local Laws of Ind., 1837, page 151), the name of the company was changed to the *Northern Indiana Railroad Company*.

Act February 11, 1843 (Indiana Acts, 1843, p. 65), authorized the construction of a railway from Michigan City to Laporte, or further eastward; and amendatory act of January 15, 1849 (Acts of 1849, p. 358), provided for its merger with the Northern Indiana Railroad.

Under authority of the several acts and amendments thereto the road was constructed from the eastern to the western line of the State, 154 miles, and from Elkhart to the northern State line, 17 miles, there connecting with the Michigan Southern Railroad—making a total of 171 miles.

June 11, 1850, the commissioners and directors of the *Northern Indiana Railroad Company* filed with the Secretary of State of Indiana a statement and certificate of organization, assumption of name, etc.

March 3, 1851 (49 O. L., 439), the State of Ohio incorporated "The Northern Indiana Railroad Company" of Ohio, authorized to construct a railroad from Toledo to the State line of Indiana, in Williams county, also from Toledo northward in the direction of Monroe, to connect with any other railroad company then or thereafter incorporated in the States of Indiana or Michigan, and consolidate its capital stock with that of such company. Under authority of this charter the road was constructed between the points named, 67 miles, connecting with the Northern Indiana Railroad of Indiana, and from Toledo to the northern line of the State, 11 miles, forming a portion of the "Detroit, Monroe and Toledo line," making a total of 78 miles.

July 8, 1853, the Northern Indiana Railroad Companies of Indiana and Ohio formed a consolidated company, under the name of the *Northern Indiana Railroad Company*.

November 30, 1850, the Northern Indiana and Chicago Railroad Company filed with the Secretary of State of Illinois articles of association, as provided by act of November 5, 1849 (Laws of Ill., 2d session of 1849, p. 12), to construct a railroad south-easterly to the State line, to intersect the road of the Western Division of the Buffalo and Mississippi Railroad Company. The company proceeded to build the road between the points named, length 13 miles.

March 27, 1855, articles of consolidation, bearing date February 7, 1855, were filed with the Secretary of State of Illinois, by which the Northern Railroad Company of Ohio and Indiana, the Buffalo and Mississippi Railroad Company, Western Division, of Indiana, and the Northern Indiana and Chicago Railroad Company of Illinois, were consolidated under the name of the *Northern Indiana Railroad Company*, thus forming a continuous line from Toledo, Ohio, to Chicago, Illinois.

May 1, 1855, articles of agreement dated April 25, 1855, were filed with the Secretary of State of Indiana, by which the Michigan Southern Railroad Company and the Northern Indiana Railroad Company merged and consolidated the stock of their respective companies, and united the two corporations into one, to be known as *The Michigan Southern and Northern Indiana Railroad Company*, the consolidated company having transferred and assigned to it by the parties thereto their several railways and all other property, with the franchises, privileges and immunities of the respective companies, the new company assuming all the debts and liabilities thereof, and to provide for and pay the same.

April 26, 1855, the articles of association of the Detroit, Monroe and Toledo Railroad Company were filed with the Secretary of State of Michigan, for the purpose of constructing a road from Detroit, via Monroe, to the southern boundary line of the State, in Erie township, Monroe county, to connect with the road constructed under the charter granted by the State of Ohio March 3, 1851, to the Northern Indiana Railroad Company.

July 1, 1856, the Detroit, Monroe and Toledo Railroad, being under process of construction, was leased to the Michigan Southern and Northern Indiana Railroad Company upon conditions that said company complete the road connecting Detroit with Toledo, and assume the stock and bonds, with the interest thereon, the road thus completed from Detroit to the State line, at point of intersection aforesaid, being 54 miles.

April 12, 1842, the Erie and North East Railroad Company of Pennsylvania was incorporated (Laws of Penn., 1842, p. 267), authorized to build a road from Erie to some point on the east boundary line of the township of North East, in Erie county. Twenty miles of road was built under this charter and subsequent amendments thereto.

October 13, 1849, the articles of association of the Buffalo and State Line Railroad Company, organized under the provisions of the act of March 27, 1848 (Laws of New York, 1848, chap. 140, p. 221), were filed with the Secretary of State of New York, to construct a railroad from Buffalo to the western State line, to connect with a like road leading through Pennsylvania to Cleveland, Ohio. The length of line built by this company was 68 miles.

March 9, 1867 (Laws of New York, 1867, vol. 1, chap. 66, p. 97), an act was passed authorizing the consolidation of this company with the Erie and North East Railroad Company, and in pursuance therewith articles of agreement of consolidation of the two companies were filed with the Secretary of State of New York, the new consolidated company taking the name of the *Buffalo and Erie Railroad Company*.

March 2, 1846, the Ohio Legislature passed an act (44 O. L., 284) incorporating the Junction Railroad Company, with authority to construct a railroad from a point to be selected on the Cleveland, Columbus and Cincinnati Railroad, within thirty miles from Cleveland, thence, via Elyria, to intersect the Mad River and Lake Erie Railroad at Bellevue, or such other point as the directors shall choose, and from thence to Fremont; also to construct said road or a branch thereof from Elyria, via Sandusky, to Fremont.

March 7, 1850, the Toledo, Norwalk and Cleveland Railroad Company was incorporated (48 O. L., 316), with power to construct a road from Toledo via Norwalk, so as to connect with the Cleveland, Columbus and Cincinnati Railroad at or near Wellington, in Lorain county. An amendment of January 20, 1851 (49 O. L., 460), authorized the connection with the Cleveland, Columbus and Cincinnati Railroad at any point thereon within the counties of Huron, Lorain or Cuyahoga, with power to extend the road to Cleveland, with or without making such connection, either by agreement with the Cleveland, Columbus and Cincinnati Railroad Company, or by an independent line.

October 6, 1852, the Port Clinton Railroad Company was organized, under the general law of May, 1852, to construct a road from Sandusky, via Port Clinton, to Toledo, and the building of the road was carried forward in the interest of the Junction Railroad Company until July 15, 1853, when, under authority given by their charters, the amendments thereto, and the general act of March 3, 1851 (49 O. L., 94), the *Junction* and the *Toledo, Norwalk and Cleveland Railroad* Companies were consolidated, to take effect September 1, 1853, under the name of the *Cleveland and Toledo Railroad Company*.

At that date neither company had completed its line of road, some portions of the consolidated line remaining to be constructed. One provision of the agreement of consolidation was, that the Cleveland and Toledo Railroad Company should occupy, construct, and assume the railroad of the Port Clinton Railroad Company, and accordingly, October 28, 1853, a lease was executed by the last named company devising to the said Cleveland and Toledo Railroad Company, for the term of 99 years, renewable forever, the use and enjoyment of its road and franchises; in consideration therefor, the latter company to pay the taxes, assume the debts, finish the road—so operating and managing the same as not to forfeit said franchises and corporate rights of the Port Clinton Railroad Company—and also to pay to its stockholders on payment of their subscriptions such dividends as the holders of a like amount of stock in the Cleveland and Toledo Railroad would be entitled to receive.

The road constructed under above named charters, and by the consolidated Cleveland and Toledo Railroad Company now operated, extends from Cleveland to Toledo, 113 miles; Elyria to Sandusky, 35, and from Clay Junction to Oak Harbor, 15; a total of 163 miles.

In accordance with the provisions and by authority of an act passed, approved April

27, 1844, by the Legislature of Pennsylvania (Laws of Penna., 1844, p. 471), the Governor issued a charter May 21, 1844, to and incorporating the Franklin Canal Company, and providing that the Franklin division of the Pennsylvania Canal, from the aqueduct over French Creek, on French Creek Feeder, to the mouth of said creek, shall be vested in the company, prescribing to it certain duties, etc., and providing for the resumption by the Commonwealth of said canal under stipulated conditions.

An act was passed (Laws of Penna. of 1849, appendix, p. 765, approved April 9, 1849) giving the company authority to construct a railroad, if deemed most expedient, and to use the grading line or towing-path of said canal as the bed of said road; providing that if the company shall increase its capital stock to the amount of \$500,000 it shall have the privilege of extending from the north end to Lake Erie and from the south end to Pittsburgh. Such road, if built, to be subject to provisions and restrictions of "act regulating railroad companies," passed February 19, 1849. (Laws of Penna., 1849, p. 79.)

In accordance therewith the company regularly organized July 5, 1849, increased its capital stock to the sum specified, and caused an independent line for the road between Erie and the west line of the State to be surveyed, located and constructed, running parallel to the lake shore, forming a portion of a line from Erie to Cleveland, designated the "*Erie and Cleveland Railroad*," 25½ miles in length.

The Legislature of Pennsylvania passed an act, approved January 28, 1854, (Laws of Penna., 1854, p. 18), which—on the grounds that in building said railroad the company had acted without authority, and transcended its corporate powers—forever rescinded and utterly annulled all the rights and privileges theretofore granted to said Franklin Canal Company, and provided for the taking possession of the road, and appointment of suitable persons to superintend the operations thereof by the Governor.

The Legislature of Ohio passed February 18, 1848 (46 O. L., 184), an act incorporating the *Cleveland, Painesville and Ashtabula Railroad Company*, subject to the provisions and restrictions of the "act regulating railroad companies," passed February 11, 1848 (46 O. L., 40), with authority to construct a railroad from Cleveland, via Painesville, through Ashtabula county to some point on the Pennsylvania State line, in said county of Ashtabula, with power to connect with any railroad incorporated by the State of Pennsylvania, and to continue their road into said State to any point authorized by its General Assembly.

Under this charter the company constructed a road from Cleveland to said State line, 70 miles

The Legislature of Pennsylvania passed an act, approved May 5, 1854, (Laws of Penna., 1854, p. 588), authorizing the *Cleveland, Painesville and Ashtabula Railroad Company*, under its act of incorporation and the supplemental act of December 10, 1850 (49 O. L., 489), to construct and use a railroad between the city of Erie and on or along the Franklin Canal Railroad, to a point on the State line of Ohio, where it may connect with the *Cleveland, Painesville and Ashtabula Railroad*, subject to the "act regulating railroad companies," passed February 19, 1849; also authorizing and requiring said company to purchase the railroad of the Franklin Canal Company from Erie to the State line, with its appurtenances, etc., and any shares of stock of the Franklin Canal Company at par, pay the principal and interest on the bonds of said company according to the tenor thereof, and thereafter the *Cleveland, Painesville and Ashtabula Railroad Company* may own, use and occupy said road and property; and the said Franklin Canal Company was authorized to sell the same to said company, providing it shall make certain connection between its road and that of the *Sunbury and Erie Railroad Company*, at or near Erie,

and shall exchange \$500,000 of its bonds for a like amount of the stock of said Sunbury and Erie Railroad Company, etc.

The purchase was made in accordance with said provisions, thus extending the line of the Cleveland, Painesville and Ashtabula Company to Erie, Pennsylvania.

The construction of a branch from Ashtabula, on the main line, to Jamestown, Pennsylvania, 36 miles, was commenced, and March 21, 1861, the company leased for the term of 20 years the road of the Jamestown and Franklin Railroad Company, extending from Jamestown (where it connects with the Ashtabula branch) to Oil City, Pennsylvania, 51 miles, paying therefor 40 per cent. of its earnings.

The Jamestown and Franklin Railroad Company was incorporated by the Legislature of Pennsylvania by act of April 5, 1862 (Laws of Pennsylvania, 1862—appendix, page 653), authorized to build a road from Jamestown, Mercer county, to Franklin, Venango county; also, to connect said road with other railroads then or thereafter constructed, at either end, or any intermediate point, and to purchase, finish, equip and use any unfinished railroad within the counties of Mercer and Venango.

By act of March 9, 1863 (Laws of Pennsylvania, 1863, page 587), the company was authorized to purchase and hold in fee simple, or to lease, coal and mineral lands and rights, with their appurtenances, in Mercer and Venango counties, or either of them, not exceeding 5,000 acres, to mortgage, sell, lease or otherwise dispose of the same, and to open mines, etc. Also, to construct, equip and work branch or lateral railroads, not exceeding 10 miles in length, from any part of its road, with all the powers etc., contained in its original charter; provided, that no such branch or lateral road shall be extended north of French, or to Oil Creek.

Act of April 19, 1864 (Laws of Pennsylvania, 1864, page 495), authorized the company to extend its road to the village of Latona, Cranberry township, Venango county, provided the gauge shall not exceed 4 feet 10 inches.

October 8, 1867, a lease was concluded by the Cleveland, Painesville and Ashtabula Company for the road of the Cleveland and Toledo Railroad Company.

By decree of the Court of Common Pleas of Cuyahoga county, of June 17, 1868, the name of the Cleveland, Painesville and Ashtabula Railroad Company was changed to the *Lake Shore Railway Company*, and a certificate thereof filed with the Secretary of State June 22, 1868. An act was passed by the Legislature of Pennsylvania, March 31, 1868 (Laws of 1868, p. 524), authorizing the above change of name, and requiring a certificate thereof filed in the office of the Secretary of the Commonwealth of Pennsylvania, which was duly complied with.

Under agreement bearing date February 11, 1869, duly ratified by the stockholders of the respective companies March 19, 1869, filed with the Secretary of State of Ohio April 6, 1869, the Cleveland and Toledo Railroad and the Lake Shore Railway Companies were consolidated, taking the name of "*The Lake Shore Railway Company*"—the rights, franchises, privileges, real estate, and all other property of the companies respectively to pass to, be held, owned and controlled by the consolidated company; and all debts, guaranties, liabilities and obligations existing against either of the companies, to be assumed, provided for and paid, and all contracts and agreements made by either company to be carried out and performed by the consolidated company; the capital stock of the two companies having been equalized in value under the provisions of the lease made October 8, 1867, between them—each share in one company to be taken as of equal value with each share in the other—the issue of stock in the consolidated company to be equal.

By articles dated April 6, 1869, duly ratified by the stockholders of the two companies

parties thereto May 8, 1869, and filed in the office of the Secretary of State of Ohio, May 27, 1869 (Record of Corporations No. 6, page 377), the Lake Shore Railway Company and the Michigan Southern and Northern Indiana Railroad Company consolidated under the name of *The Lake Shore and Michigan Southern Railway Company* (certificates also filed in Pennsylvania, Indiana, Illinois and Michigan).

Stipulation by the Lake Shore Company that the whole amount of its stock is \$15,000,000, its indebtedness in bonds issued not exceeding \$3,600,000; by the Michigan Southern and Northern Indiana Company that its whole amount of stock is \$12,125,600, and its indebtedness in bonds issued does not exceed \$3,376,500. Holders of shares of stock in either company to be entitled to an equal amount at par in the consolidated company, upon surrender of the old certificate.

The rights, franchises, property and just debts and liabilities existing against said companies severally to vest in and be assumed by the consolidated company.

August 16, 1869, a certificate was filed with the Secretary of State of Ohio (Record of Corporations No. 6, page 505), of an agreement between the Buffalo and Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, dated June 22, 1869, ratified by stockholders of the two companies August 10th, by which they consolidated and formed one corporation, to be known as *The Lake Shore and Michigan Southern Railway Company*. Certificates also filed in New York, Pennsylvania, Indiana, Illinois and Michigan.

It was provided that every stockholder in the two companies, or either of them, forming the consolidated company should receive new stock upon surrender and cancellation of the old certificates; no difference to be made in the relative value of the capital stock of either of the original companies.

It was stipulated that the stock of the Buffalo and Erie Company outstanding was \$6,000,000 and no more, and its indebtedness in bonds outstanding did not exceed \$1,000,000; that the stock of the other company was \$27,425,600 and no more, and its indebtedness in bonds outstanding did not exceed \$15,476,500; and upon the making and perfecting of the agreement, and its adoption and ratification by the stockholders of the respective companies, and filing copies according to law, the parties thereto should be one corporation under the name designated; and that all the rights, powers, privileges, franchises and property of every description, and all debts due, claims, etc., of the respective companies, pass to and vest in the consolidated company. Also, that all debts, mortgage liens, contracts, rights and franchises of the separate organizations shall be preserved and maintained, and pass to and be vested in and protected and assumed by the new company.

April 3, 1848, the St. Joseph Valley Railroad Company was chartered by the State of Michigan. (Act No. 199, Laws of Michigan, 1848, p. 278).

Under provisions of "act to provide for the incorporation of railroad companies," approved February 12, 1855 (Laws of Michigan, 1855, p. 153), the Schoolcraft and Three Rivers Railroad Company was incorporated by filing articles of association June 6, 1855, in the office of the Secretary of State of Michigan, and the Kalamazoo and Schoolcraft Railroad Company by articles filed June 9, 1865.

August 14, 1869, the St. Joseph Valley Railroad Company transferred by deed and bill of sale, copy filed with Secretary of State, its entire road and property, with all its right, title and interest thereto, to the Schoolcraft and Three Rivers Railroad Company, and on the same date the latter named company and the Kalamazoo and Schoolcraft Railroad Company were consolidated, under the name of the *Kalamazoo and White Pigeon Railroad Company*, which, on the 1st of October, 1869, effected a lease in perpetuity of

the road to the Lake Shore and Michigan Southern Railway Company, the lessee assuming the payment of the interest on its funded debt of \$600,000, being \$44,000 per annum, and purchasing its equipment at a valuation. The capital stock is now entirely owned by the Lake Shore and Michigan Southern Company. The road is thirty-seven miles in length.

On the same date, the Lake Shore and Michigan Southern Railway Company leased, also in perpetuity, the road of the Kalamazoo, Allegan and Grand Rapids Railroad Company, assuming payment of the interest on its funded debt of \$840,000, and of six per cent. per annum on its capital stock of \$610,000, a total of \$103,500 per annum, and purchasing its equipment at a valuation. Its length is fifty-eight miles.

The origin of the Kalamazoo, Allegan and Grand Rapids Railroad Company was the incorporation, under the provisions of the general railroad law, as amended March 19, 1867 (Laws of Michigan, 1867, p. 90), of the Kalamazoo and Allegan Railroad Company, June 19, 1867, and of the Kalamazoo and Grand Rapids Railroad Company, January 3, 1868, by filing the required articles of association with the Secretary of State.

June 3, 1868, the two companies were consolidated under the name of the Kalamazoo, Allegan and Grand Rapids Railroad Company.

The Lake Shore and Michigan Southern Railway Company controls and operates the Northern Central Michigan Railroad, which was opened during the year 1872, from Jonesville, seventy miles west of Toledo, on their main line to Lansing, a distance of sixty miles.

"Under a contract with the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, this company has the right to use their track between Cleveland and Berea, twelve miles, for all passenger trains, at an annual rental of \$42,000 for sixty trains per week; for any trains beyond that number, \$8 per train."

The company has leased for the term of twenty-five years from May 1, 1873, the Maioning Coal Railroad, extending from Andover, Ohio, on the "Ashtabula Branch," to Youngstown, thirty-eight miles, at an annual rental of 40 per cent. of the gross earnings.

The company now operates 1,174½ miles of main line and branches, to which may be added 222½ miles of double track.

LAKE SHORE AND TUSCARAWAS VALLEY RAILWAY COMPANY.

This company organized by filing the required certificate with the Secretary of State July 2, 1870, to build a road from, at or near Berea, to Mill township, Tuscarawas county, on the line of the Pittsburgh, Cincinnati and St. Louis Railway, with a branch from Elyria to a convenient point on the main line in Medina county. The road has been constructed from Elyria via Grafton, to Uhrichsville, and opened for business, the company purchasing eight miles additional, extending northward from Elyria to Black River Harbor, thus forming a continuous line from its junction with the Pittsburgh, Cincinnati and St. Louis Railway, at Uhrichsville to Lake Erie.

The company has favorable running arrangements with the Lake Shore and Michigan Southern, and Cleveland, Columbus, Cincinnati and Indianapolis Railway Companies, and being well located, must eventually prove a valuable investment for the owners.

LITTLE MIAMI RAILROAD COMPANY.

This company was organized under charter of March 11, 1836 (34 O. L., 404), to construct and maintain a railway commencing at Springfield, via Xenia, to Cincinnati. Construction was commenced in 1837, but progressed slowly. Additional legislation was had extending time fixed by original charter for completion of road, authorizing the company

to borrow money, cities, towns and counties along the line to subscribe to its capital stock, etc., this being found necessary to the success of the enterprise. The road was opened for traffic from Cincinnati to Milford in December, 1842, to Xenia in August, 1845, and to Springfield in August, 1846; length, 84 miles. The track was originally laid with strap-iron, but was relaid with T-rail in 1848. November 30, 1853, a partnership contract was made with the Columbus and Xenia Railroad Company by which the roads of the two companies were united and worked as one line. January 1, 1865, the companies jointly leased the Dayton and Western Railroad, extending from Dayton to the Indiana State line, 38 miles, and its interest in the Richmond and Miami Railway, from the State line to Richmond, Indiana, 3 miles, and purchased February 4, 1865, at judicial sale, the Dayton, Xenia and Belpre Railroad, from Xenia to Dayton, 16 miles. November 30, 1868, this partnership was dissolved, and a contract made by which the Columbus and Xenia road, including the interests of that company in above-named branches, was leased to the Little Miami Railroad Company for ninety-nine years, renewable. December 1, 1869, this company leased its road, property and leased lines for the term of ninety-nine years, renewable forever, to the Pittsburgh, Cincinnati and St. Louis Railway Company, by whom it is now operated, constituting the "Little Miami Division" of that company's line. The Pennsylvania Railroad Company is a party to the contract, and guarantees its faithful performance.

In consideration of the assets, rights and property thus conveyed and demised, it was agreed that the capital stock of this company (now \$3,572,400) may be increased so that the aggregate capital, including that of the Columbus and Xenia Railroad Company, (now \$1,786,200) will be \$6,000,000, and the rental to be paid this company shall be equal to 8 per cent. per annum on that amount of capital stock, making an aggregate of \$480,000 per annum, payable in quarterly installments, this company out of said rental paying the stockholders of the Columbus and Xenia Railroad Company 8 per cent. per annum on its stock as aforesaid, the lessee also assuming payment of all debts and liabilities existing or accruing December 1, 1869; also to perform and fulfill all leases, guarantees contracts, etc., of every kind made by this company prior to said date, except the principal of present and future funded and mortgage debts or renewal thereof, as referred to and provided for in said contract and lease, and to save this company harmless from all liabilities in the premises; also to pay all taxes and assessments of every kind charged or levied upon the property thereby demised and sold, or upon the rents thereby reserved, or upon the capital stock of the Little Miami Railroad Company, or upon the dividends declared by it out of said rents to its stockholders, or upon its assets, earnings or business; the lessee at its own risk and expense, and in its own corporate name, to operate said lines of road, maintaining and keeping the same, with their fences, rolling stock, machinery, etc., in good order, supplying and renewing the same as the business may require.

It is agreed between the parties to this agreement that this company, when its bonds, secured by mortgage amounting to \$1,500,000, and a loan from the city of Cincinnati of \$100,000, become due, shall at its own expense provide for the principal of the same, either by payment or by the renewal and extension thereof from time to time, by the issue of an equal amount of other bonds of like tenor, bearing 6 per cent. interest, and payable ninety years after date, secured by mortgage upon the railroad of this company and its appurtenances, which shall have prior lien over this lease and agreement, the interest on any such renewal or extension bonds to be a part of the liability assumed by the lessee, and which it agrees to pay, it being also agreed that in event this company shall pay off or discharge the said bonds, or any of them, the lessee shall pay

semi-annually, in addition to the rent hereinbefore named and agreed to be paid, an amount equal to the semi-annual interest on the bonds so paid. All increase and additions of locomotives, real estate, tracks, depots and other permanent improvements necessary for the traffic of the lines of road hereby leased, or its increase, to be authorized by action of the boards of directors of the two companies, shall be furnished or done by the lessee from its own moneys, and when so purchased or done this company shall issue, in repayment therefor, its bonds at par, bearing 7 per cent interest, to be secured by a mortgage on its road to the said lessee, and which with any renewals shall be second in point of lien and priority to the former specified mortgages, and shall also be free from the incumbrance of this lease, the lessee agreeing to pay the interest on all of said bonds and those issued in renewal thereof.

It is agreed and stipulated that the lessee and the Pennsylvania Company, the third party to the lease and contract, shall have the right to have said bonds, or any of them, held by them respectively, exchanged for capital stock of this company at the par value thereof, the said bonds to be deemed canceled and paid; or this company agrees to issue to the lessee, at the option thereof, its capital stock at par in re-payment as aforesaid, in which event, or in case said bonds have been redeemed and paid in stock as aforesaid, the rent heretofore agreed to be paid shall be increased sufficiently to make a dividend thereon equal to the dividends from said rent to other stockholders. This company covenants not to make or create any new debt or liability after the taking effect of this lease, except as therein provided, without consent in writing of the Pittsburgh, Cincinnati and St. Louis Railway and Pennsylvania Railroad Companies, and also covenants to maintain its corporate organization, and for that purpose, and to defray the current expenses, the lessee agrees to pay said company, from and after December 1, 1869, the sum of \$5,000 per annum, in quarter-yearly payments.

It is expressly agreed between the several parties thereto that the lease and contract may be assigned and transferred to the Pennsylvania Railroad Company, but to no other party, without the consent in writing of the Little Miami and Pennsylvania Railroad Companies, and the latter company covenants that it will not assign said lease and contract without the written assent thereto by the Little Miami Company.

The Pennsylvania Railroad Company, in consideration of its interest in the through traffic and business of the lines of road of this company and that of the lessee, and benefits it will derive from the said lease and agreement, and of the demises and assignments made by this company, guarantees to it the performance and fulfillment by the lessee, its successor and assigns, of all and every of the premises and covenants of the said second party contained in this agreement; and upon notice in writing of any default, the said third party will keep, perform and fulfill the same for and in behalf of the lessee, the second party, its successors and assigns.

LIBERTY AND VIENNA RAILROAD COMPANY.

August 1, 1871, this company sold to the Ashtabula, Youngstown and Pittsburgh Railroad Company that part of its road extending from Youngstown to Girard, $5\frac{1}{2}$ miles, for the sum of \$200,000, retaining the portion from Liberty to Vienna, 6 miles.

August 7, 1872, under an agreement made July 25, 1872, this company and its line of road were merged in and consolidated with the Cleveland and Mahoning Railroad and the Niles and New Lisbon Railway Companies, under the name of the Cleveland and Mahoning Valley Railway Company, the lines of the consolidated company being under lease to the Atlantic and Great Western Railroad Company. (For further particulars, see Cleveland and Mahoning Valley Railway Company, page 69.)

THE MAHONING COAL RAILROAD COMPANY

Filed its certificate of incorporation with the Secretary of State February 25, 1871, to build a road from Youngstown, Mahoning county, to a point in Brookfield township, Trumbull county—all in said counties; capital, \$70,000.

December 9, 1871, a supplementary certificate was filed to construct a branch from a point in the track of the main line in the township of Liberty, Trumbull county, to a point in the township of Andover, Ashtabula county, on the line of the Ashtabula Branch of the Lake Shore and Michigan Southern Railway; also increasing capital stock to \$1,500,000.

An additional supplementary certificate was filed August 14, 1872, to construct branches from the terminus at Youngstown—one to the village of Struthers, in Poland township, Mahoning county; the other southwesterly up the south side of the Mahoning river to the Foster farm, in the township of Youngstown.

The road is leased and operated by the Lake Shore and Michigan Southern Railway Company, the lease being for twenty-five years from May 1, 1873, at an annual rental of 40 per cent. of the gross earnings.

MANSFIELD, COLDWATER AND LAKE MICHIGAN RAILROAD COMPANY.

This company filed its certificate of incorporation with the Secretary of State of Ohio May 20, 1870, to build a railroad from Mansfield to a point on the State line between Ohio and Michigan, 18 miles from the northwest corner of Ohio, 123 miles.

By articles bearing date December 28, 1870, ratified and taking effect May 19, 1871, the Mansfield, Coldwater and Lake Michigan and the Ohio and Michigan Railroad Companies were consolidated, taking the name of the *Mansfield, Coldwater and Lake Michigan Railroad Company*. Capital stock, \$4,000,000. Road to extend from Mansfield, Ohio, via Tiffin, to Allegan, Michigan, 223 miles.

The two divisions, Ohio and Michigan, though consolidated, are being constructed independently, under separate contracts and management, by executive committees in each State, but the \$4,460,000 first mortgage bonds issued apply to the entire line.

A contract was entered into July 20, 1871, by which the Pennsylvania Company is, after the road-bed is graded, bridged and tied, and the right of way obtained by this company, to iron the same, build all depots, machine shops and everything necessary to a first-class road; for which it is to receive \$4,460,000 of 7 per cent. first mortgage gold bonds and \$5,000 of common stock in excess of all stock issued to all other parties—the subscription stock to be *preferred* and to receive a dividend equal to 7 per cent., after expenses and interest on bonds are paid and a reasonable amount reserved as a sinking fund for the redemption of said bonds, prior to any dividends on common stock—the Pennsylvania Company to equip the road, but to defray the cost from the earnings.

Under provisions of act May 4, 1869 (66 O. L., 83), the city of Toledo contracted with this and the Toledo, Tiffin and Eastern Railroad Company to build the Toledo and Woodville Railroad, and March 18, 1873, leased the same to the said companies for the term of 999 years; and the road is now, together with that of this company and the Toledo, Tiffin and Eastern Railroad, under lease to the Pennsylvania Company, by whom they are operated in connection with its other lines.

At date of report to Commissioner, June 30, the grading of the line in Ohio was almost entirely finished, and 37 miles (from 7 miles west of Mansfield to Tiffin) laid with rail and being operated by the lessee.

MARIETTA AND CINCINNATI RAILROAD COMPANY.

The history of this company begins with the Belpre and Cincinnati Railroad Company, which was chartered March 8, 1845 (43 O. L., 280), with power to construct and maintain a railroad with double track from a point on the Ohio river opposite Parkersburgh, Virginia, or at Harmer, up the Hocking Valley, via Athens and Chillicothe, to a point on the Little Miami Railroad between Plainville, in Hamilton county, and the mouth of Obannon creek, in Clermont county.

Under the charter and the various amendments and acts passed authorizing counties and towns to subscribe to the capital stock of the company, construction was carried forward, but before completion of the road, the company being unable to meet its obligations and liabilities, suit was brought November 27, 1858, in the Court of Common Pleas of Ross county for foreclosure of the mortgages on the road, which resulted in the appointment of a receiver, and ultimately, January 7, 1860, in the issue of an order for sale of the road and entire property, finished and unfinished, including right of way, etc., of the company; under which the same was purchased by trustees, in behalf of certain creditors and stockholders of the company.

February 24, 1860, (57 O. L., 128), was passed "an act for the relief of the creditors and stockholders of the Marietta and Cincinnati Railroad Company," which, making reference to the insolvency of the company, the decree of the Court of Common Pleas of Ross county for sale of the road, etc., under proceedings by mortgagees thereof, and that in order to preserve to the stockholders and unsecured creditors of said road an interest therein after the sale, it had been agreed by a large majority of the mortgage creditors and the board of directors, acting with express approbation of a majority of the stockholders, that the purchasers at such sale, if made on behalf of the mortgagees, shall hold the property subject to a reorganization of said company upon an agreed basis; and as doubts existed whether such sale would invest the purchasers with the charter and franchises of said company, for the interest of all parties and benefit of the public that said road after such sale be maintained and managed under said charter, subject to all rights and liabilities therein provided, and to settle said doubts, enacted that if the sale was made and confirmed as provided in said decree, all the franchises of said company should pass to and vest together with the charter in said reorganized company, to hold upon trust said property and franchises so decreed to be sold, the same to forever remain exempt from the claims of all creditors and stockholders existing before such sale and reorganization.

The sale was confirmed by the court May 2, 1860, and a deed ordered to be made to said purchasers for the property and rights so sold them, which in accordance therewith was duly executed and delivered June 5, 1860.

While the suit was pending, and previous to the passage of the act named, at a meeting called, a large majority of the stock of the company being represented, a plan for reorganization of the company and an adjustment of its stock and liabilities was agreed upon, an agent appointed, with full power to arrange with holders of stock, third mortgage bonds, and other creditors, the holders of the first and second mortgage bonds conferring the same authority upon an agent to act in concert, to agree upon terms with the stockholders and other creditors. The agents selected united in the plan, a large majority of creditors concurring, which proposed converting the stock and debts of the company into new stock, classed as first preferred, second preferred, and common, the priority of the mortgage liens on the road being thus preserved.

Under this agreement the decree for sale was by common consent entered, and the

act of February 24, 1860, heretofore referred to, was passed, to aid in consummating the reorganization, and to give all parties interested the benefits of the arrangement.

As heretofore stated, the sale was made, and the property purchased by trustees for the benefit of all stockholders and creditors who should as thus proposed unite themselves together, and accordingly, July 31, 1860, a reorganization was effected, which assumed the name of "*The Marietta and Cincinnati Railroad Company as reorganized*," the new company issuing its certificates of stock to the several parties entitled thereto in terms of the agreement for capitalization, and proceeding to elect and qualify directors and other officers necessary to maintain the organization and operate the road; and a conveyance of the road and property was executed and delivered by the said trustees, purchasers thereof, to the *Marietta and Cincinnati Railroad Company as reorganized*.

The decision of the Supreme Court of Ohio in the case of *Atkinson and others* versus *The Marietta and Cincinnati Railroad Company as reorganized*, rendered at December term, 1864 (15 Ohio Reports, p. 36), that "the franchise to be a corporation" did not pass by the sale of the road under the mortgages to the purchasers, and that the act of February 24, 1860, for relief, etc., did not confer corporate powers on said purchasers, being a special act, and thus in contravention of that provision of the Constitution of the State which prohibited thus conferring such powers; but holding, however, that "the purchasers were invested by the sale with the franchise of maintaining, operating, and making profit from the use of the road, according to the grant made to the old company," created such doubts as to the supposed legal rights of the new company that a remedy for any defects in them was sought by the reorganized company in the act of April 4, 1863 (60 O. L., 54), under which act it, as the assignee of the purchasers at the judicial sale, and as the company owning the property thus sold obtained February 23, 1865, from the directors of the original Marietta and Cincinnati Railroad Company, a conveyance of "the franchise to be a corporation" originally vested in that company, by deed duly executed in accordance with the provisions of said act, since which time it is claimed said title is perfect.

The Scioto and Hocking Valley Railroad Company was chartered February 20, 1849 (47 O. L., 151), with power to construct a railroad from Portsmouth, on the Ohio river, on the east side of the Scioto river, via Piketon, Chillicothe, Circleville, Lancaster and Amanda (in Fairfield county), to Newark, with power to connect with any other railroad chartered by the laws of Ohio with which such arrangements may be made. Under this authority, aided by subsequent acts passed authorizing the commissioners of the different counties on the proposed line of road to subscribe to or purchase the stock of said company, it proceeded in the construction thereof until, becoming embarrassed and unable to meet its liabilities December 4, 1857, a bill was filed in the Common Pleas Court of Perry county by the trustee of one of the mortgages against the company, asking for foreclosure of mortgage and sale of the road, and accordingly a receiver was appointed, who took charge of the road and operated it under the orders of the court.

At the March term, 1863, the court issued an order directing the receiver, as special master commissioner in the case, to cause the entire road, completed or in progress, the right of way and all other property, rights and franchises of the company, except the franchise to be a corporation, including personal property, rolling stock, tools, etc., to be appraised, advertised and sold, but to be subject to a first mortgage lien of \$300,000.

At the May term following the return of the proceedings had in accordance with said order and the sale of the property specified, May 19, 1863, for the sum of \$411,100, subject to said first mortgage of \$300,000, was by the court approved and confirmed, and further order made that the receiver and special master commissioner execute and de

liver to the purchasers a deed in fee simple for the property and privileges so sold by him, which was duly performed by the execution and delivery thereof January 26, 1864.

On the date last named the purchasers at the judicial sale entered into an agreement with the Marietta and Cincinnati Railroad Company as reorganized, for a sale of so much of the road thus purchased as extended from the track of the Cincinnati, Wilmington and Zanesville Railroad (now Cincinnati and Muskingum Valley Railway), in Perry county, to and into Portsmouth, the consideration to be \$500,000 in the first preferred stock of the company, purchase subject to the aforesaid \$300,000 mortgage. The agreement, being submitted to the stockholders of the Marietta and Cincinnati Company, was approved by vote of more than two-thirds of the stock thereof. The road thus purchased is known as the "Portsmouth Branch."

[The remainder of the Scioto and Hocking Valley Railroad, from the track of the Cincinnati, Wilmington and Zanesville road to Newark, was held by said purchasers until sold September 2, 1869, to the Newark, Somerset and Straitsville Railroad Company.]

March 2, 1846 (44 O. L., 276), the Hillsboro and Cincinnati Railroad Company was chartered to construct and maintain a railway from Hillsboro, by the most practicable route, to Cincinnati, or to intersect the Little Miami Railroad at the most eligible point, as said corporators may elect.

Under authority of the charter, amendments thereto, and several acts authorizing county and municipality subscriptions to its capital stock, 37 miles of road was constructed, but was transferred or sold in 1860 to the reorganized Marietta and Cincinnati Railroad Company, under authority of section 24 of the act of May 1, 1852 (50 O. L., 205), "to provide for the creation and regulation of incorporated companies in the State of Ohio," for which (see report of the Marietta and Cincinnati Railroad Company as reorganized, dated February 1, 1862,) "the company are to pay about \$40,000 per mile, in shares of the capital stock of the Marietta and Cincinnati Company, of the three classes, at par." Sixteen miles of the railway thus acquired is a part of the main line of the Marietta and Cincinnati, the remaining twenty-one miles a branch from Blanchester to Hillsboro, known as the "Hillsboro Branch."

September 13, 1858, the Union Railroad Company filed its certificate of organization with the Secretary of State of Ohio (Record of Corporations No. 1, p. 474), for the purpose of constructing a railroad under said name, commencing at a point on the Marietta and Cincinnati Railroad one-half mile west of Scott's Landing station, to a point on the western shore of the Ohio river in Belpre township, opposite Parkersburg, Virginia, all in the county of Washington.

Soon after the reorganization of the Marietta and Cincinnati Railroad Company, it entered into a contract with the Union Railroad Company for the purchase of the road of the latter, nine miles in length, thus connecting the Marietta and Cincinnati and the Baltimore and Ohio Railroads at Parkersburg. It is known as the "Union Branch."

Terms of purchase: The Marietta and Cincinnati Company to pay about \$40,000 in money and \$25,000 in stock, and assume payment of a mortgage lien of \$60,000. The agreement being assented to by more than two-thirds of the stock of each company, a deed of the property was duly executed August 6, 1863. The sale and purchase was made under the provisions heretofore referred to of section 24 of the act of May 1, 1852.

MARIETTA AND PITTSBURGH RAILROAD COMPANY.

This company filed its certificate of organization with the Secretary of State September 29, 1868 (Record of Corporations No. 5, p. 490), to build a road from Marietta to

Dennison, Tuscarawas county, passing through the counties of Washington, Noble, Guernsey, Harrison and Tuscarawas.

The road of this company is still in process of construction. That part from Marietta to Caldwell, 35 miles, under a contract, had, in the year ending June 30, 1871, about 25 miles of track laid, on which, from the previous 23d of March, a passenger and some freight cars were run attached to a construction train, but no regular trains for business were run until October.

On June 30, 1872, about 80 miles of the line were graded and about 55 miles of track laid, including three miles of sidings, etc. The line from Marietta to Caldwell had been open for transportation of passengers and freight for about nine months at that date but the traffic upon the road was so blended with construction that no attempt was in the made report to show the cost of maintenance and transportation.

At date of last report—30th June—90 miles were reported as graded and 83½ miles of track laid with rail, excluding sidings; but only 68 miles had at that date been operated for the previous five months.

As will be seen by reference to page 46, the company filed supplemental certificates with the Secretary of State August 7, 1872, to build five different extensions or branches of the line as originally proposed.

MASSILLON AND CLEVELAND RAILROAD COMPANY.

This company filed its certificate of organization with the Secretary of State of Ohio October 3, 1868 (Record of Corporations No. 5, p. 498), to construct a railroad from a point in Franklin township, Summit county, on the Cleveland, Zanesville and Cincinnati Railroad (now Cleveland, Mt. Vernon and Delaware), to a point on the Pittsburgh, Fort Wayne and Chicago Railway, in Perry township, Stark county.

June 22, 1869, the company leased its unfinished road for the term of ninety-nine years to the Pittsburgh, Fort Wayne and Chicago Railway Company, the lease to take effect upon the completion and delivery of the road to the lessee.

The lessee, its successors and assigns to continuously operate, during said term, the railroad and appurtenances thereby leased, keep up and maintain the same, and at its own expense renew any portion becoming unfit for use, such renewals to become at once the property of the lessor; to pay all taxes and assessments (stock of the lessor excepted), keep a full account of all business done upon said railroad, and to pay monthly to the lessor 40 per cent. of the gross earnings thereof, it being agreed that such payments shall amount in each and every year to at least \$20,000

For the purpose of completing the road and appurtenances, this company reserved the right to create and issue bonds to an amount not exceeding the sum of \$100,000, and to bear not exceeding 7 per cent. interest, secured by mortgage or deed of trust conveying said railroad, appurtenances and franchises in trust for the benefit of the holders of said bonds, in the same manner as if these presents had never been executed; and also to create a sinking fund for the redemption of said bonds, provision being made for their extension or renewal, or the substitution of others therefor.

This lease was assigned July 1, 1869, to the Pennsylvania Railroad Company, who, on the 4th of November following, in connection with the Pittsburgh, Fort Wayne and Chicago Railway Company, original lessee, assigned the lease to the Pittsburgh, Mt. Vernon, Columbus and London (now Cleveland, Mt. Vernon and Delaware) Railroad Company, by whom it is operated as a branch of its line.

NEWARK, SOMERSET AND STRAITSVILLE RAILROAD COMPANY.

This company filed its certificate of incorporation with the Secretary of State April 3, 1867 (Record of Corporations No. 4, p. 217), to construct a road from Newark, via Somerset and the Valley of Monday Creek, opposite Straitsville, in Perry county, to a point on the northerly side of the Hocking canal, adjoining the coal yard of Peter Hayden, situated near his store on or near said canal.

The company procured a conveyance September 1, 1869, from the surviving purchasers of the Scioto and Hocking Valley Railroad—sold at judicial sale May 19, 1863—of that part of its old road-bed, masonry, etc., lying between the crossing of the Cincinnati, Wilmington and Zanesville Railroad (now Cincinnati and Muskingum Valley Railway) and Newark. (The southern portion was purchased January 26, 1864, by the Marietta and Cincinnati Railroad Company.) The line was placed under contract, and, at date of report, June 30, 1871, was completed from Newark to Somerset, twenty-four miles and operated by the contractors in connection with construction. The road was subsequently completed to Shawnee, a total of forty-four miles, and January 1, 1872, was leased to the Sandusky, Mansfield and Newark Railroad Company, to be equipped and operated by the Baltimore and Ohio Railroad Company, for the term of fourteen years and eight months, from and after April 1, 1872, the Baltimore and Ohio Railroad Company paying all expenses incident thereto, and to pay the Newark, Somerset and Straitsville Railroad Company 30 per cent. of the gross earnings of the road, out of which the payment of interest on the bonded debt, \$300,000, is secured—lease renewable at the end of first term for twenty years additional, and so on, from time to time—twelve months' notice to be given previous to the expiration of any term of a desire to surrender the same, by the Baltimore and Ohio Railroad Company.

The road, since that time, has been operated in connection with the "Central Ohio" and "Lake Erie" Divisions of that company.

NILES AND NEW LISBON RAILWAY COMPANY.

August 7, 1872, this company and its line of road was merged and consolidated, under agreement dated July 25, 1872, with the Cleveland and Mahoning and the Liberty and Vienna Railroad Companies, all being under lease to the Atlantic and Great Western Railroad Company, under the name of the Cleveland and Mahoning Valley Railway Company. For a brief history of origin, etc, see under head of that company, page 69.

OHIO AND MISSISSIPPI RAILWAY COMPANY.

February 14, 1848, the Legislature of Indiana passed "an act to incorporate the Ohio and Mississippi Railroad Company" (Indiana Local Laws, 1848, p. 619), authorizing said company to locate, construct and maintain a road between Lawrenceburgh, on the Ohio river, and Vincennes, on the Wabash river, to extend eastwardly to Cincinnati, and westwardly through the State of Illinois to St. Louis, the company, however, not to undertake the construction of said road beyond the limits of Indiana until the right of way shall have been granted in the State wherein the road is proposed to be so constructed.

March 15, 1849, the Ohio Legislature passed "an act to aid the Ohio and Mississippi Railroad Company" (47 O. L., 172), which recognized the corporate powers granted it by its charter in Indiana, and authorized the company to lay out and construct so much of its road as lies within the State of Ohio.

February 12, 1851, the Legislature of Illinois passed "an act to incorporate the Ohio

and Mississippi Railroad Company" (Private Laws of Illinois of 1849 and 1851, p. 89), giving it power to locate, construct and maintain a railroad from Illinoistown, St. Clair county, to the east line of the State of Illinois, in the direction of Vincennes, Indiana. February 27, 1854 (Laws of Illinois of 1854, p. 73), an amendment was passed authorizing the company to extend its road from Illinoistown to the Mississippi river, within one thousand yards of the northern or southern limits of said town, as to the said company may seem most expedient in order to reach the deep water of said river, and for such purpose may extend their railroad over and across "Bloody Island."

Under these acts and others amendatory, the road was built by two distinct and independent corporations from Cincinnati to a point on the Mississippi river opposite St. Louis, and the entire line opened for business in 1857, by agreement, being operated as one line, that part in Ohio and Indiana being known as the "*Eastern Division*," that in Illinois the "*Western Division*."

Immediately following the completion and opening the road for business, the Ohio and Mississippi Railroad Company of Indiana and Ohio being unable to meet its current obligations, to prevent sacrifice of property, prepared a plan and agreement for capitalization, involving mutual concessions by creditors and stockholders, a transfer of stock and certain liabilities of the company to trustees named, entrusted with large powers for readjustment of stock and indebtedness of the company and reorganization of its affairs, which was submitted, December 15, 1858, to the creditors and stockholders; but before these terms could be carried into effect, suits were instituted in the Federal Courts of Ohio and Indiana for the foreclosure of certain mortgages and a sale of the road. Pending these proceedings a receiver was appointed in April, 1860, and placed in charge of the property, by whom it was operated until the final reorganization.

March 19, 1862, a decree was issued by the United States Circuit Court for the District of Illinois for foreclosure of mortgage and sale of the said Ohio and Mississippi Railroad of Illinois, Western Division, under which the road and property was sold in June, 1862, being purchased by a new company organized under a special act of the Legislature of Illinois, passed February 5, 1861, being "an act to incorporate the Ohio and Mississippi Railway Company, and for other purposes" (Private Laws of Illinois of 1861, page 505); which named thirteen corporators, constituting them and their associates, by said name, a body corporate for the purpose of purchasing and taking a conveyance of all the railway property, real and personal, rights and franchises of the *Ohio and Mississippi Railroad Company*, incorporated by an act approved February 12, 1851. The corporators were authorized to call a meeting for organization, by advertisement, published not less than ten days previous to such call, and to organize by the appointment from their number of a president, and of not less than seven nor more than thirteen directors.

§ The said corporation was granted all the powers and privileges conferred on the Ohio and Mississippi Railroad Company by the incorporating act approved February 12, 1851, or by any amendments thereof—subject to all provisions of said act—and to possess in addition the power of assuming any debts or liabilities of said original Ohio and Mississippi Railroad Company, and to issue bonds, secured by mortgage or otherwise, to secure the payment thereof. Also, meetings of corporators for organization, and of directors thereafter, were authorized to be held in the city of St. Louis; all acts done at such meetings to be as valid as if held within the State of Illinois.

The original plan and agreement before named was modified and amended in order to secure the capitalization of the stock and debts of the original company, its reconstruction on a sound basis, and its union with the Ohio and Mississippi Railroad Company of

Illinois into one corporate organization. In order to effect this result, the Eastern Division, or that part in Ohio and Indiana, was sold under the proceedings for foreclosure January 9, 1867, and purchased by the trustees under the said agreement.

These trustees had previously purchased the stock and a majority of the bonds of the Ohio and Mississippi Company of Illinois, Western Division, thus obtaining control of that part of the road.

Under provisions of an act of Indiana approved March 3, 1865 (Laws of Indiana of 1865, page 66), and section 7 of Ohio act passed April 11, 1861 (58 O. L., 70), an agreement for reorganization and incorporation of the Eastern Division of the Ohio and Mississippi Railroad Company as the *Ohio and Mississippi Railway Company* was entered into, and the certificate filed with the Secretary of State of Indiana November 14, and of Ohio November 26, 1867 (Record of Corporations No. 4, page 546).

November 21, 1869, articles of consolidation were agreed upon by and between the Ohio and Mississippi Railway Company of Illinois and the Ohio and Mississippi Railway Company of Ohio, and filed December 28, 1867, with the Secretary of State of Indiana. Filed with the Secretary of State of Ohio, December 29, 1867. (Record of Corporations No. 4, page 594.)

The companies thereby agreed to consolidate all their stock and property—the consolidated Company to assume all debts, liabilities and obligations of the several companies, taking for its corporate name the “Ohio and Mississippi Railway Company.”

Act of March 31, 1869 (Private Laws of Illinois, Vol. 3, page 323) authorizes the Ohio and Mississippi Railway Company to build a branch to connect their road with a ferry or bridge to St. Louis.

The “Louisville Division,” as the branch road is termed, extending from North Vernon, Indiana, to Jeffersonville and Louisville, was constructed under the provisions of the law of Indiana of March 3, 1865 (Laws of 1865, page 66), said act constituting a part of the charter of the company. This was built on an old abandoned line, located by the *Fort Wayne and Southern Railroad Company*, but the terms or consideration for the appropriation are not known.

The line as completed and operated extends from Cincinnati via Vincennes, Indiana, to St. Louis, 340 miles, and from North Vernon, Indiana, via Jeffersonville, to Louisville, 53 miles—a total of 393 miles.

PAINESVILLE AND YOUNGSTOWN RAILROAD COMPANY.

This company filed its certificate of organization with the Secretary of State November 17, 1870, to build a road from Painesville to Youngstown, passing through the counties of Lake, Geauga, Trumbull and Mahoning.

The company purchased and adopted the partially constructed road-bed of the Painesville and Hudson Railroad, paying therefor \$60,000, and completed the same from Painesville to Chardon about January 1, 1873. The gauge of the road is three feet, being the first “narrow gauge” line for general transportation business attempted in the State. Eleven miles has been operated nearly a year, demonstrating to the full satisfaction of the projectors the feasibility of this gauge, at least for local business.

The entire line—sixty-four miles—is under contract for completion at an early day, being nearly all graded, and thirty-five miles laid with rail at this date.

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.

The *Steubenville and Indiana Railroad Company* was chartered February 24, 1848, by the Legislature of Ohio, (46 O. L., 246), authorized to construct a railroad from Steubenville

by the route of either Conotton or Stillwater creeks, as might be deemed most eligible, via Mt. Vernon, to the Indiana State line, at any point between Willshire and Fort Recovery, inclusive.

An amendatory act of March 12, 1849, (47 O. L., 167), authorized the construction of a branch road from Cashoeton, via Newark, to Columbus, provided that any company thereafter constructing a road from the Ohio river, opposite Wheeling, by way of Short Creek and Little Stillwater valleys, shall have the right to connect such road with that of the Steubenville and Indiana Company, at any point in the valley of the Tuscarawas river.

This company was further authorized, with the consent of the Virginia Legislature, or by arrangement with any company having authority from that State, to construct a bridge or viaduct across the Ohio river at Steubenville, so as to connect with a road leading eastward from that place, such bridge or viaduct to be so constructed as not to interfere with navigation of said river.

This act also authorized the several townships, incorporated towns and counties through which said road may be located, to subscribe to the capital stock of the company.

Under these and other amendatory acts the company constructed its road from Steubenville to Newark, $117\frac{1}{2}$ miles, and a branch from Cadiz Junction, on the main line, to Cadiz, $7\frac{1}{2}$ miles; but the company becoming unable to meet its liabilities, September 2, 1859, suit was brought in the Harrison County Common Pleas Court for foreclosure of mortgages and sale of the road. T. L. Jewett, president of the company, was appointed receiver, and the road was operated by him under orders of the court.

A plan was prepared and submitted to the creditors and stockholders for an adjustment of liabilities and a reorganization of the company, with the view of extending the road east to Pittsburgh and west to Columbus. In order that this might be effected more readily and promptly, in consideration of the number of parties interested, an order was issued by the court January 6, 1864, directing a sale of the entire property and road of the company lying within the towns of Steubenville and Newark and between the same, and the branch thereof to Cadiz, including the rights of way held and constructed for, etc; under which the road and property was sold at public auction February 27, 1864, to J. Edgar Thompson, H. M. Alexander and George W. McCook, representing certain mortgage creditors, for the sum of \$1,908,889. This sale was never confirmed by the court, and the property remained in the hands of the receiver, who, with the co-operation of the board of directors of the company, continued to operate the road; all proposed arrangements for the extrication of the company from its financial embarrassments being submitted to said board of directors at regular meetings of the same.

October 1, 1864, the receiver, on behalf of the company, and under the orders and approval of the court, purchased an undivided half of that part of the Central Ohio Railroad lying between Newark and Columbus, 33 miles, paying therefor the sum of \$775,000. December 26, 1867, the company filed with the Auditor of State a certificate of an order for issue of \$2,500,000 of preferred stock, under authority of the act passed March 29, 1856 (53 O. L., 35), "to enable railroad companies to fund their floating debt." By act of March 24, 1849, the Pittsburgh and Steubenville Railroad Company (of Pennsylvania) was incorporated (Laws of Penn'a, 1850, appendix, p. 952), with power to construct a railroad commencing near Pittsburgh, thence in the direction of Steubenville, on the Ohio river, to a point on the line between Pennsylvania and Virginia, subject to the provisions of the "act regulating railroad companies," approved February

19, 1849 (Laws of Penn'a, 1849, p. 79). A supplementary act of April 21, 1852 (Laws of Penn'a, 1852, p. 418), authorized the company to extend its road into Pittsburgh, to connect with the Pennsylvania Railroad, and with any other railroad at the Virginia State line, and to construct branches from the main line in the counties of Allegheny and Washington to any points therein, or in Beaver county. This act also authorized certain cities and boroughs to subscribe to stock.

Section 10 of act of April 18, 1853, authorized subscription by the company to the extent of \$150,000 to the capital stock of any railroad of Virginia intended to connect with its line of road; and at the sessions of 1853 and 1854 several acts were passed, authorizing subscriptions from counties and cities to be made to the stock of the company. December 30, 1857, a lease and agreement was entered into and made between the company and the Western Transportation Company of Pennsylvania, whereby the former contracted with the latter for the construction and completion of a single track railroad from Pittsburgh to a point near Stenbenville, and in order to equip the same when constructed, rendering it most advantageous to all parties in interest, this company agrees to execute this lease and all contingent renewals thereof, subject to covenants and agreements thereafter specified; this company to lease to said Western Transportation Company all its property, lands, tenements, materials, rights of way, and property of every description, and all claims, rents, etc., thereof, for the term of twenty years from the time said road shall have been completed and in working order; said Western Transportation Company to equip, maintain and operate said railroad as soon as completed, and to pay and apply for and on behalf of this company 40 per cent. of the gross earnings of said road for payment of interest on bonds and dividends on stock of the company; lease renewable under certain prescribed conditions. At the expiration of this lease said Western Transportation Company to surrender and deliver up to this company all that portion of the single track railroad which said company shall have built under said agreement, with all appurtenances, this company at the time of such surrender to purchase all rolling stock, machinery, tools, etc., used by the Western Transportation Company in running said road.

An act of March 1, 1859, extended the time for completion of the road of the company ten years (Laws of Penn., 1859, p. 92). A joint resolution of the Legislature, February 19, 1862, requested the Legislature of Virginia to grant authority to the company to construct its road through a portion of that State. March 6, 1867, the road of this company (the Pittsburgh and Stenbenville) was sold under first mortgage, and the new corporation organized under the act of Pennsylvania approved April 8, 1861 (Laws of Penn'a, 1861, p. 259), to run and manage the same, adopted the name of *Pan-Handle Railway Company*. The act of March 23, 1863 (Laws of Penn'a, 1863, p. 423), exempts the Pan-Handle Railway Company from the 2d proviso, 1st section of act of March 24, 1865, entitled "An act supplementary to an act regulating railroad companies," approved February 19, 1849, which reads: "*And provided further, That nothing in this act contained shall be taken to authorize the consolidation of any company or corporation within this Commonwealth with that of any other State whose laws shall not also authorize the like consolidation.*"

The *Holliday's Cove Railroad Company* (of Virginia and West Virginia) was incorporated by act of March 30, 1860 (Laws of Virginia of 1859-'60, p. 266, chap. 126), for the purpose of constructing a railroad from the western boundary line of Pennsylvania to or near Stenbenville, Ohio, authorizing the company to construct a railroad bridge across the Ohio river, the purchase and use as its own of any railroad or bridge heretofore constructed, in whole or in part, between its termini, and the lease to any person or

persons, or corporations, domestic or foreign, of its bridge or railway. January 19, 1863, an amendatory act (Laws of West Virginia, 1862-'63, p. 15), authorized the company to construct a branch railroad from its terminus on the eastern side of the Ohio river, through Wellsburgh, to Wheeling, and repealed sections 7 to 13 inclusive of the act of March 30, 1860, incorporating the company; but provided this act shall be of no effect until the Western Transportation Company transfer certain rights it has in the Wheeling Bridge Company.

The Steubenville railroad bridge (belonging to the Pittsburgh, Cincinnati and St. Louis Railway Company) was built under section 2 of act of Ohio, March 12, 1840 (46 O. L., 256), the joint resolution of the Ohio General Assembly, February 25, 1852 (50 O. L., p. 29 of Resolutions), the act of Virginia, March 30, 1860, incorporating the Holliday's Cove Railroad Company, the amendatory act thereto of January 19, 1863, and the act of Congress approved July 14, 1862, chap. CLXVII.

October 1, 1865, an arrangement was perfected between the receiver of the Steubenville and Indiana Railroad, the Holliday's Cove Railroad Company, and the Pittsburgh and Steubenville Railroad Company, for operating the three roads extending from Columbus, Ohio, to Pittsburgh, Pennsylvania, under the name of "*Pittsburgh, Columbus and Cincinnati Railroad.*"

May 11, 1868, was filed in office of Secretary of State of Ohio (Record of Corporations No. 5, p. 290) agreement of consolidation between the Pan-Handle Railway Company of Pennsylvania, the Holliday's Cove Railroad Company of West Virginia, and the Steubenville and Indiana Railroad Company of Ohio, dated March 17, 1868; filed also with Secretaries of State of Pennsylvania and West Virginia.

Said parties to the consolidation, as authorized by the laws of the several States, [in Ohio under act of April 10, 1856 (53 O. L., 143)], merge and consolidate their capital stock, franchises and property, the name of the consolidated company to be the Pittsburgh, Cincinnati and St. Louis Railway Company; to have 13 directors; capital stock, 200,000 shares of \$50 each, 60,000 shares to be first preferred, and 140,000 shares common stock; and provide for the conversion of capital stock of the companies parties thereto into stock of the consolidated company; the same being ratified by the stockholders of the Pan-Handle Railway Company March 7, 1868, of the Holliday's Cove Railroad Company May 4, and of the Steubenville and Indiana Railroad Company May 7, 1868.

Subsequently (within the year 1869) the sale of the Steubenville and Indiana Railroad, February 27, 1864, before noticed, was set aside by the court, the accounts of the receivership settled, the receiver discharged, and his acts, proceedings, etc., as such under orders of the court, or in his own name, with the knowledge and approval of the board of directors, were approved by a vote of the stockholders (more than three-fourths of the stock being represented), and acquiesced in by the mortgage creditors.

January 22, 1869, the Pittsburgh, Cincinnati and St. Louis Railway Company made a lease, in connection with the Pennsylvania Railroad Company, of the Columbus, Chicago and Indiana Central Railway, for the term of 99 years from February 1, 1869, renewable forever, with all its property and appurtenances, equipment, franchises, etc., etc.; agreeing to keep and preserve said railroad in good working condition as a first-class road; maintain in good repair and condition all its rolling stock, fixtures, etc., during the term of the lease; paying out of the gross earnings all taxes and assessments on the property thereby demised; retaining 70 per cent. of the surplus for operating the line, the remaining 30 per cent. to be paid to the Cleveland, Columbus and Indiana Central Railway Company for the payment of interest on its bonds—said lessee guaranteeing the payment of this interest should the said 30 per cent. be insufficient.

The lessee to provide an annual sinking fund for the payment or redemption of the \$20,000,000 7 per cent. bonds of the Cleveland, Columbus and Indiana Central Railway Company as required by terms of mortgages therefor; upon the redemption and cancellation of said bonds, that company to issue, at the option of the lessee, bonds at par, bearing 7 per cent. interest, for an equal amount, to be secured by a mortgage having a first lien, if required, or shares of its capital stock at par.

All contracts of the Cleveland, Columbus and Indiana Central Company are assigned to lessee, who is to provide means for and acquire needed right of way and real estate, erect such depot buildings, shops and other permanent construction as may reasonably be required to accommodate the traffic of said leased road; and for actual advances so made, be entitled to receive income bonds, bearing 7 per cent. interest, at par, convertible at the option of the holder into stock. The aggregate so required and expended for the next three years not to exceed \$2,000,000; that class of expenditures thereafter and the means required for that purpose to be subjects of mutual agreement.

No bonds to be issued by the said Cleveland, Columbus and Indiana Central Company without consent of the boards of directors of the several parties to the lease beyond the \$15,000,000 1st mortgage consolidated, the \$5,000,000 2d mortgage consolidated, and the \$2,000,000 of income bonds hereby provided for; the one-half part of said \$5,000,000 2d mortgage bonds to be used in taking up certain income and other bonds outstanding (exclusive of the \$15,000,000 loan aforesaid) on the different lines composing the railway of the lessor, and the other half part to be used in paying off the debts due and to become due, of all kinds, of said Cleveland, Columbus and Indiana Central Railway Company, except the said bonded debt of \$20,000,000; and it was further agreed that no stock shall be issued by said company beyond the sum of \$13,000,000, except as the same may be increased by conversion of bonds into stock, in which case such bonds shall be canceled, making in the aggregate bonds and stock \$35,000,000.

In regard to procuring east and west traffic, it provides that the Pennsylvania Railroad Company, the third party to the contract, shall not discriminate against the first and second parties in granting or furnishing greater facilities to other connecting lines.

The Pennsylvania Railroad Company guarantees to the Cleveland, Columbus and Indiana Railway Company the faithful performance by the Pittsburgh, Cincinnati and St. Louis Railway Company of all it has covenanted and agreed to perform, and in event of default, or its failure so to do, upon notice in writing of the nature, etc., of such failure or default, to keep and perform the same on behalf of said Pittsburgh, Cincinnati and St. Louis Railway Company; and in that event said Pennsylvania Railroad Company, at its option, to be entitled to all the profits and advantages which might accrue therefrom to the Pittsburgh, Cincinnati and St. Louis Company; also agreeing that the lines of railway so formed, maintained and operated, shall at all times be placed upon a perfect equality with other lines that may connect at Pittsburgh as to rates, facilities for joint transportation for all classes of traffic to and from all points west and east; proceeds of joint traffic to be divided pro rata, etc.

December 1, 1869, the Little Miami Railroad Company let, demised and leased to the Pittsburgh, Cincinnati and St. Louis Railway Company for the term of 99 years, renewable forever, all right, title and interest in its line of road from Cincinnati to Springfield; the street connection in Cincinnati; the Dayton, Xenia and Belpre Railroad from Dayton to Xenia; the Dayton and Western and the Richmond and Miami Railroads, extending from Dayton to Richmond, Indiana; and the Columbus and Xenia Railroad from Columbus to Xenia—with all their appurtenances, and assigning and transferring to said lessee all leases and leasehold or other estates, personal property, rights, credits and effects.

In consideration of the assets and property thus transferred, leased and demised, it was stipulated that the capital stock of the Little Miami Railroad Company (now \$3,572,400) may be increased, so that the aggregate capital, including that of the Columbus and Xenia Railroad Company (now \$1,786,200), will be \$5,000,000; and that the rental to be paid said Little Miami Railroad Company shall be equal to 8 per cent. per annum on that amount of capital stock—being in the aggregate \$480,000 per annum—payable in quarterly installments; the Little Miami Company, out of the rental, paying the stockholders of the Columbus and Xenia Railroad Company 8 per cent. per annum on its stock as aforesaid.

The lessee also assumed payment of the interest on the bonded debt and other liabilities of the lessor. Upon the maturity of such bonded debt (amounting to \$1,500,000, and a loan from the city of Cincinnati of \$100,000), the Little Miami Company to provide for payment of the principal thereof, either by payment, renewal or extension from time to time, by the issue of an equal amount of other 6 per cent. bonds, payable 90 years after date, of like tenor, secured by mortgage on its railroad, to have a prior lien over this lease and agreement; the interest on any such bonds to be a part of the liability assumed by the lessee—it being understood and agreed, in event the Little Miami Company shall pay off or discharge the said bonds, or any of them, the lessee is to pay, semi-annually, in addition to the rent hereby agreed to be paid, an amount equal to the semi-annual interest on such bonds so paid and discharged. The said Little Miami Railroad Company, after the taking effect of the lease, not to create any new debt or liability, except as therein provided, without the consent, in writing, of the lessee and the Pennsylvania Railroad Company, the latter guaranteeing the performance of the covenants of the Pittsburgh, Cincinnati and St. Louis Railway Company, the said lessee.

It is stipulated that this lease and contract may be assigned and transferred to the Pennsylvania Railroad Company, but to no other party, without the consent, in writing, of the Little Miami and Pennsylvania Railroad Companies.

May 1, 1873, the Pittsburgh, Cincinnati and St. Louis Railway Company took possession, under lease for 99 years from January 1, 1873, of the road and property of the Cincinnati and Muskingum Valley Railway Company contracting, that any surplus remaining after paying expenses of running and maintaining roadway, interest, etc., shall be paid to stockholders of that company. The doings in transportation, etc., on that road for the past year is embraced in report of the Cincinnati and Muskingum Valley Railway Company.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

The *Ohio and Pennsylvania Railroad Company* was incorporated February 24, 1848, by the Legislature of Ohio (46 O. L., 261), with power to construct a road from Mansfield eastwardly, via Wooster, Massillon and Canton, to a point in the eastern boundary line of Ohio within the county of Columbiana, thence to Pittsburgh, in the State of Pennsylvania; and from Mansfield westwardly, via Bucyrus, until it intersects the west line of the State of Ohio at a point to be determined by the company, with privilege in locating road from Canton, to connect its road with the Cleveland and Pittsburgh Railroad at any point south of the village of North Georgetown, in Columbiana county, on terms to be agreed upon.

April 11, 1843, the Legislature of Pennsylvania passed "an act to incorporate the Ohio and Pennsylvania Railroad Company" (Laws of Penn. 1849, appendix, 754; see also 47 O. L., 377), by and in which the Ohio act of February 24, 1848, was ratified and confirmed, and the same enacted into a law of Pennsylvania, so far as the same can apply to that Commonwealth; and providing for a connection at Pittsburgh with the Pennsylvania

and the Pittsburgh, Kittaning and Warren Railroads, as well as all lateral roads incorporated by Pennsylvania.

Several acts were passed by the Ohio Legislature, at its sessions of 1849-50 and 1851, authorizing subscriptions by counties and towns to the capital stock of the company.

The Ohio and Indiana Railroad Company was incorporated by act of the Ohio Legislature March 20, 1850 (48 O. L., 297), with power to construct a railroad from a point to be selected by the company, on the Cleveland, Columbus and Cincinnati Railroad, in Richland county (Crestline was the point thus selected), via Bucyrus and Upper Sandusky, to the west line of the State of Ohio, and thence to Fort Wayne, Indiana.

Counties, towns and townships through which the said railroad may be located were authorized and required to subscribe to the capital stock, by and with the consent of the legal voters in each case expressed as provided therein.

By act of January 15, 1851, the Indiana Legislature (Ind. L. 1851, p. 256) granted the full and entire assent of that State to all and each of the provisions of the act of the Ohio Legislature of March 20, 1850, "to incorporate the Ohio and Indiana Railroad Company," ratifying, adopting and confirming said act, and enacting the same into a law of Indiana, so far as the same can be applicable to said State.

The Fort Wayne and Chicago Railroad Company was incorporated September 22, 1852, by filing articles of association with the Secretary of State of Indiana, under the provisions of the "act to provide for the incorporation of railroad companies," approved May 11, 1852 (Vol. 1 Ind. Stat., 504), to build a road, its eastern terminus to be at the western terminus of the Ohio and Indiana Railroad, adjoining the city of Fort Wayne; thence westward, terminating at a point on the west line of the State of Indiana, in the direction of Chicago, within the county of Lake.

By act of February 5, 1853, "to incorporate the Fort Wayne and Chicago Railroad Company" (Laws of Ill. 1853, p. 105), the company was authorized, as organized under laws of Indiana, to construct, maintain and use its railroad from the western line of Indiana, at and from the point in the county of Cook where said road shall intersect the same, to Chicago.

Under the authority and provisions of act of Indiana, February 23, 1853 (Laws of Indiana 1853, p. 105), to authorize railroad companies to consolidate their stock with that of other railroad companies, in that or any adjoining State, and connect their roads with those of said companies, etc.; that of Illinois, February 28, 1854 (Laws of Illinois 1854, p. 9), to enable railroad companies to consolidate their stock, and the act of Ohio Legislature of April 10, 1856, took effect May 1, 1856 (53 O. L., 143), to authorize the consolidation of railroad companies in Ohio with those of States adjoining, etc.; to the provisions of which the full and entire assent of Pennsylvania was given by act April 16, 1856 (Laws of Pennsylvania 1856, p. 365), which adopted, ratified and confirmed said act, enacting the same into a law of Pennsylvania, so far as the same can be applicable to the Ohio and Pennsylvania Railroad Company, for the purpose of consolidating with the Ohio and Indiana and the Fort Wayne and Chicago Railroad Companies, or either of them; articles of agreement were filed with the Secretary of State of Ohio July 26, 1856 (Record of Corporations No. 1, p. 323), also with the Secretary of Commonwealth of Pennsylvania, by and between the Ohio and Pennsylvania Railroad Company of Ohio and Pennsylvania, the Ohio and Indiana Railroad Company of Ohio and Indiana, and the Fort Wayne and Chicago Railroad Company of Indiana and Illinois, under which the companies named formed a consolidated company, taking the name of the *Pittsburgh, Fort Wayne and Chicago Railroad Company*.

It being conceded that the estate, property and franchises of the parties to be vested

in the new company are of unequal value, to adjust and equalize such differences, it was agreed that in the exchange of each \$100 of stock held in the several companies, the stockholders of the Ohio and Pennsylvania Railroad Company shall be entitled to receive \$120, of the Fort Wayne and Chicago Railroad Company \$106, and of the Ohio and Indiana Railroad Company \$100.

All stock and bonds of either company party to the consolidation, held or owned by either of the other companies, or hereafter in their control, to be surrendered and merged in the consolidated company, thereby lessening its capital stock and liabilities to the amount of such surrendered stock and bonds.

The rights, franchises, property, etc., and all just debts and liabilities existing against said several companies parties to the agreement, to vest in the consolidated company, which was as soon as practicable to proceed with the construction of the entire road of the said Fort Wayne and Chicago Railroad Company, and complete the same into the city of Chicago.

The articles were ratified by the stockholders of the Ohio and Indiana Railroad Company June 24, of the Fort Wayne and Chicago Railroad Company June 26, and of the Ohio and Pennsylvania Company July 2, 1856.

Owing to the failure of the new company to pay maturing interest on the bonded debt assumed, suit was brought December 6, 1859, in the United States Circuit Court for the Northern District of Ohio, by bondholders for the foreclosure of mortgages of the Ohio and Pennsylvania Railroad Company, and December 8, 1859, the road was placed in the hands of a receiver.

In pursuance of a proposed plan and arrangement by which, under the pending legal proceedings before stated and auxiliary proceedings in the United States District Courts of each of the other States through or into which the said road passed, the whole property was to be sold and purchase thereof made for the benefit of all classes of creditors assenting to the arrangement, the following legislation was secured:

March 31, 1860, the Pennsylvania Legislature passed "An act to provide for the reorganization of the Pittsburgh, Fort Wayne and Chicago Railroad Company" (Laws of Pennsylvania, 1860, p. 498), which enacted that in case of the sale of said road, or any part thereof, in pursuance of power or authority conferred in any mortgages or deeds of trust, the purchasers were constituted a body corporate in deed and in law, a certificate of such organization to be filed with the Secretary of the Commonwealth; the said corporation formed pursuant to this act to have power to acquire by purchase or otherwise, and to hold, use and enjoy the Pittsburgh, Fort Wayne and Chicago Railroad, or any part thereof, with all the rights, franchises and privileges connected therewith or necessary or convenient to the use thereof.

A decree was entered June 10, 1861, by the United States Circuit Court of the Northern District of Ohio, in the case of Charles Moran, L. A. Von Hoffman and others *vs.* Ohio and Pennsylvania Railroad Company and others, that the Pittsburgh, Fort Wayne and Chicago Railroad Company (being by contract of consolidation bound to pay the principal and interest due and to become due of the bonds of the said Ohio and Indiana, Fort Wayne and Chicago, and Ohio and Pennsylvania Railroad Companies, severally specified in these proceedings), by July 2 following pay into the hands of the receiver in the case the several amounts of money herein found to be due, unpaid or in arrears for interest upon the several bonds of said several original companies, to be held subject to further order of the court. And in default of such payment, the railroad, including right of way and all property, together with all corporate franchises of said company and the said original companies severally, including their right and franchises to be and act as

a corporation, to be sold as an entirety by the complainants, John Ferguson and Thomas E. Walker, the grantees in trust of the mortgage or deed of trust made by the said Pittsburgh, Fort Wayne and Chicago Railroad Company, in their said capacity of trustees and as special master commissioners of the court; sale to be made by public auction to the highest bidder, for cash in hand, but for not less than \$500,000; said railroad, property and franchises to be sold free from all liability for any lien, liability or debt against said consolidated or original companies or either of them, but subject, nevertheless, to the liens, if any such exist, upon any real estate included in the sale, for purchase money thereof not provided by decree of the courts to be paid out of the proceeds of the sale, or by former orders or decrees to be paid otherwise.

Decree concurred in by the United States Circuit Courts of the Western District of Pennsylvania, District of Indiana, and Northern District of Illinois.

September 7, 1861, default having been made in said payment, an order of sale was issued by the court to the trustees and special master commissioners for sale of property, franchises, etc., in pursuance of said decree; and in conformity therewith, duly advertising as directed, the railroad of the Pittsburgh, Fort Wayne and Chicago Railroad Company, including its property and franchises, and of the several original companies as an entirety, was offered for sale at public auction at the United States Court-house at Cleveland, October 24, 1861, and purchased by James F. D. Lanier, J. Edgar Thompson, Samuel J. Tilden, Louis H. Meyer and Samuel Hanna, as agents and trustees and attorneys in fact of various persons who had united in an agreement to compete at said sale through said agency, for the sum of \$2,000,000, payable cash in hand; and the same day a decree of court was entered confirming the sale and directing purchase money to be paid into the hands of the receiver; and it being made to appear to the court that the same had been paid as directed, it was further ordered that said special master commissioners and trustees, in their several capacities, or the survivor of them, and the said Pittsburgh, Fort Wayne and Chicago Railroad Company do convey the said property and franchises to said purchasers upon their request, in conformity with the former order in the premises.

Decree concurred in by the United States Circuit Courts of the Western District of Pennsylvania, District of Indiana, and Northern District of Illinois.

February 19, 1862, the trustees and special master commissioners, in pursuance of the orders of the court, executed a deed conveying to the purchasers at the judicial sale the railroad of the said Pittsburgh, Fort Wayne and Chicago Railroad Company, extending from Pittsburgh to Chicago, with all property, appurtenances, etc., etc., together with all the corporate franchises of said company, and of the original companies composing the same, including the rights and franchises of said several companies to be and act in a corporate capacity.

February 25, 1862, George W. Cass, President of the Pittsburgh, Fort Wayne and Chicago Railroad Company, executed, in compliance with the orders of the court, a deed conveying the road and property to the previously named purchasers of the same under judicial proceedings.

February 26, 1862, was filed with the Secretary of the Commonwealth of Pennsylvania a certificate setting forth the organization, under the above named act of March 31, 1860, of the "*Pittsburgh, Fort Wayne and Chicago Railway Company.*"

The plan of reorganization provided for the issue of 7 per cent. first mortgage bonds, not exceeding \$5,250,000 (interest after 1st of January, 1862), to be convertible at holder's option into 6 per cent. bonds, but irredeemable, except by the operation of a sinking fund provided for that purpose of 1 per cent. on amount thus converted, to be reserved

at the time interest on said bonds is payable, and of all the surplus net earnings of the company, after paying interest on its bonds and dividends at the rate of 6 per cent. on its stock, until \$2,500,000 shall have been redeemed. Holders of the first mortgage bonds of the Ohio and Pennsylvania, the Ohio and Indiana, and of the Fort Wayne and Chicago Railroad Companies, to be entitled on assignment of such bonds to above named first mortgage bonds of the new corporation equal to the amount surrendered, and which are to entitle the holders to vote at all stockholders' meetings at the rate of one vote for every \$200 of their par amount.

Seven per cent. second mortgage bonds to be issued to an aggregate amount not exceeding \$5,100,000, convertible and payable as in case of first mortgage bonds, interest after April 1, 1862, and also entitling holders to vote at stockholders' meetings—a provision to be inserted in said mortgage, that in case of sale by virtue thereof, a portion of said bonds not exceeding \$400,000 shall have priority in payment of the principal; said portion to go to the holders of the second mortgage bonds of the Ohio and Indiana Railroad Company, in consideration that the amount of charge formed upon the line covered by the first and second mortgage bonds of that company is but slightly in excess of the first lien upon other portions of the line. The remainder to be exchanged with holders of the second mortgage bonds, or income bonds of the Ohio and Pennsylvania, the third mortgage bonds of the Ohio and Indiana, and the Construction bonds of the Pittsburgh, Fort Wayne and Chicago Railroad Companies, on assignment of such bonds and coupons issued therewith for the principal of the bonds so assigned, and for the par amount, without interest, of such coupons thereof as matured on or before October 1, 1859.

Third mortgage bonds to an amount not exceeding \$2,000,000 to be issued, entitling the holder after April 1, 1862, to such net earnings, not exceeding 7 per cent. per annum, as may be made in each preceding year, after paying interest on prior mortgage bonds, but to have priority to dividends on stock, or any expenditure other than may be necessary to maintain and renew the railway, appurtenances and equipments; the application of earnings to be secured by a trust deed. The holders of said bonds to be entitled to vote at stockholders' meetings, one vote for every \$100 par value of such bonds, which are to be exchanged with the holders of the second mortgage or income bonds of the Ohio and Pennsylvania, the second and third mortgage of the Ohio and Indiana, and of the construction bonds of the Pittsburgh, Fort Wayne and Chicago Railroad Companies, for the par amount, without interest, of such coupons of said bonds as matured after October 1, 1859, and up to April 1, 1862; and of the bonds known as real estate convertibles, issued by the Fort Wayne and Chicago Railroad Company, payable April 1, 1874; and of similar bonds of the Pittsburgh, Fort Wayne and Chicago Railroad Company, payable December 1, 1866, upon their assignment of said bonds, with the coupons issued therewith and remaining unpaid; and with general creditors—holders of valid and just debts against the Pittsburgh, Fort Wayne and Chicago Railroad Company—an equivalent amount, upon the assignment of such debts.

The construction bonds outstanding as collateral, to be used in the adjustment of floating debts secured by such bonds to an amount, including those actually sold, not exceeding 2,450 bonds in the aggregate.

Capital stock to be created limited to the amount of \$6,500,000, dividends thereon limited to 6 per cent. per annum, to be exchanged for an equivalent amount of stock of the Pittsburgh, Fort Wayne and Chicago Railroad Company, upon assignment thereof by holders.

February 28, 1862, certificate of the organization of the "Pittsburgh, Fort Wayne and

Chicago Railway Company" were filed with the Secretary of State of Indiana, in pursuance of an act of March 5, 1861 (Laws of Indiana, 1861, page 149), and with the Secretary of State of Illinois, in conformity with an act of February 8, 1861 (Laws of Illinois, 1861, page 513).

March 2, 1862, the said trustees, purchasers at judicial sale of the road, property, etc., of the Pittsburgh, Fort Wayne and Chicago Railroad Company, in consideration of the agreement of the Pittsburgh, Fort Wayne and Chicago Railway Company to purchase said road and property, and its having for that purpose made and delivered to said trustees, etc., its first, second, third and fourth mortgage bonds, aggregating \$12,350,000, secured by liens respectively created by deeds of trust, and also issued and delivered capital stock amounting in the aggregate to \$6,500,000, executed a deed conveying to the said Pittsburgh, Fort Wayne and Chicago Railway Company all the estate and interests in said railway and appurtenances, property, rights and franchises, acquired and held by them in virtue of said purchase, and no more; the estate and interests being charged with and to pass subject to the aforesaid deeds of trust, or mortgages made to secure the payment of the bonds above named, and the payment of all liabilities incurred in respect to said railway or its business by said trustees, purchasers thereof, during their possession of the same.

The railway company covenanting that it will at all times hereafter perform and keep all the conditions, covenants, agreements, etc., contained in the several deeds of trust, or either of them, to be by said trustees, etc., performed, and that whenever and as often as it or its successors shall hereafter acquire any roads, equipment or other property, of whatever nature, for use in connection with said railway or any part thereof, or shall acquire any franchises, including every franchise to be a corporation, which may hereafter be granted to said company, it will acquire, hold and possess the same upon the said assumed trusts.

September 20, 1862, the Pittsburgh, Fort Wayne and Chicago Railway Company, in pursuance of its covenants in above named indenture, executed to John Ferguson and Samuel J. Tilden, the trustees of the three several deeds of trust, a deed conveying to them the entire railway, property of every description, appurtenances, franchises, etc., etc., subject to said several deeds of trust or mortgage, and to the other liens in them and in said indenture, or either of them, mentioned, to have and to hold the same, subject as aforesaid, in trust nevertheless, for the purposes expressed, and upon the trusts declared in said three several deeds of trust named in said conveyance, according to the priorities thereby established.

December 31, 1863, the Pittsburgh, Fort Wayne and Chicago Railroad Company granted, conveyed and confirmed to the Pittsburgh, Fort Wayne and Chicago Railway Company, the franchise to be a corporation originally vested in it, prior to the judicial sale of the road, property, etc., by the acts of the General Assembly of the State of Ohio, granting the same to it, or to the Ohio and Pennsylvania Railroad Company, or to the Ohio and Indiana Railroad Company.

December 15, 1862, the new company entered into a contract with the Cleveland and Pittsburgh Railroad Company for the period of twenty-five years, by which the latter were to have joint use of its road between Rochester and Pittsburgh, paying a monthly rental of \$7,083.33, also one-half the actual expense of keeping the road in repair, and the two companies to make a division of their gross earnings upon the basis of 73½ per cent. to this, and 26½ per cent. to the Cleveland and Pittsburgh Company.

This contract was modified February 16, 1866, as to division of gross earnings.

June 29, 1865, the company leased all of the road and property and appurtenances, except locomotives, cars, furniture, tools, etc., of the New Castle and Beaver Valley Railroad Company for the term of ninety-nine years, from July 1 following, with all powers, privileges, etc., of the lessor, for the operation and use of the road, etc., the lessee to make certain improvements, replacing trestle-work with earth embankments, etc., etc.; in consideration, this company covenanting and agreeing to operate said road continuously during the said term; to keep up and maintain the same; to pay all taxes, duties and assessments of whatever nature levied on the said road, property and appurtenances, receipts, earnings, etc., and to pay to said lessor, monthly, forty per cent. of the gross earnings of said road, stipulating that said forty per cent. shall not in the aggregate be less than \$40,000 in any one year.

The New Castle and Beaver Valley Railroad Company was incorporated February 26, 1862 (Laws of Pennsylvania, 1862, page 12), under provisions of "act regulating railroad companies," approved February 19, 1849 (Laws 1849, p. 79) to construct a road from at or near New Castle, Lawrence county, to Homewood Station, Beaver county.

July 1, 1865, the company purchased of Geo. W. Cass and John J. Marvin (the purchasers at judicial sale thereof November 2, 1864), the road, property and franchises of the Cleveland, Zanesville and Cincinnati Railroad Company. [For further particulars, see Cleveland, Mt. Vernon and Delaware Railroad Company, page 71.]

June 21, 1869, the company leased the road, etc., of the Lawrence Railroad Company, extending from a point on the New Castle and Beaver Valley Railroad, at Mahoningtown, Lawrence county, Pennsylvania, to Youngstown, Mahoning county, Ohio, for the term of ninety-nine years from date, covenanting to continuously operate the same during said term; furnish at all times reasonable facilities to the public; keep up and maintain the road and property; make necessary renewals, etc.; pay all taxes, assessments, etc., on said road, property, receipts and earnings; keep accurate account of the business of the road, and pay to the lessor, monthly, forty per cent. of the gross earnings, stipulating the amount thus paid in any one year shall not be less than \$45,000.

The Lawrence Railroad and Transportation Company of Pennsylvania was chartered by act of April 23, 1864 (Laws of Pennsylvania, 1864, p. 573), authorized to construct a railroad from Mahoningtown, Lawrence county, to the Ohio State line with right to connect with other railroads; also, that it shall have the right to purchase, occupy and use, or lease, the Ohio and Pennsylvania canal.

The Lawrence Railroad and Transportation Company of Ohio filed its certificate of incorporation with the Secretary of State June 6, 1864 (Records of Corporations No. 2, page 265,) to construct a road from the line of the Cleveland and Mahoning Railroad, in Youngstown, to the Pennsylvania State line, in Poland township, all in Mahoning county.

Under date of June 29, 1865, the Lawrence Railroad and Transportation Companies of Pennsylvania and Ohio entered into articles of agreement, by which they consolidated under the name of the *Lawrence Railroad Company*, which were ratified by stockholders of the Ohio Company June 27, and of the Pennsylvania Company June 29th. Certificate filed with Secretary of State of Ohio August 7, 1865; also, filed with Secretary of the Commonwealth of Pennsylvania.

The estate, property and franchises of the two companies, held to be of equal relative value in proportion to capital stock then subscribed, and the stockholders of each corporation to be entitled to as many shares in the new as they held in either or both of the original corporations, parties thereto, and all the rights, franchises, property, debts, liabilities, etc., etc., of said two companies to vest in the consolidated company.

June 22, 1869, the Pittsburgh, Fort Wayne and Chicago Railway Company leased the road, property and appurtenances of the Massillon and Cleveland Railroad Company for the term of ninety-nine years, together with right to use and operate the same, undertaking to continuously operate during said term the railroad and appurtenances thus leased, and to furnish the public all reasonable facilities for transportation, to the extent of the capacity of the track, sidings, stations, etc., and to keep up, maintain and renew the same, pay taxes, duties, etc., assessed thereon, paying said lessor, monthly, forty per cent. of the gross earnings of the road, expressly agreeing that such payments shall amount in each and every year to at least \$20,000. [For further particulars, and history of the Massillon and Cleveland Railroad Company, see page 101.]

By contract dated June 27, 1869, the company leased its entire railway from Pittsburgh to Chicago, and the Cleveland, Zanesville and Cincinnati Railroad (or *Akron Branch*), extending from Hudson, Summit county, to Millersburg, Holmes county, and thence south $3\frac{1}{2}$ miles to the coal-fields in the same county, with all rights of way, property, equipments, and all appurtenances, to the Pennsylvania Railroad Company, for the full term of nine hundred and ninety-nine years, subject to the joint use, right, interest, etc., heretofore granted by the lessor to the Joliet and Chicago Railroad Company of the portion of the passenger depot on Canal street, Chicago, and of the road from said station to the junction with the Joliet and Chicago Railroad; also payment of the principal and interest of \$143,000 bonds outstanding, secured by mortgage on the Akron Branch, said lessee agreeing to pay as rental therefor \$1,380,000 per annum, payable quarterly, being 7 per cent. interest on \$19,714,256 stock of the lessor; and the further sum of \$1,083,000 annually, being the interest and sinking fund on the bonded debt; and farther, pay all taxes and expenses of keeping up the organization of the lessor, and the agencies in New York for the transfer and registry of bonds. Lease taking effect July 1, 1869.

The Pittsburgh, Ft. Wayne and Chicago Railway Company also sold, assigned and transferred to said lessee its leases and agreements, as follows:

The lease of the *New Castle and Bear River Valley Railroad*, dated June 29, 1865.

The lease of the *Lawrence Railroad*, dated June 21, 1869.

The lease of the *Massillon and Cleveland Railroad*, dated June 22, 1869.

The agreement and contract made with the Cleveland and Pittsburgh Railroad Company, dated December 15, 1862, and amendment, dated February 16, 1866.

The lessee assumed the carrying out of the various contracts made by lessor with other companies in relation to operation, business, etc., of their respective roads, agreeing to keep up, maintain and operate said railways hereby leased, and pay all damages, liabilities, claims, etc., arising out of the possession and management thereof, saving the lessor harmless in all respects.

November 4, 1869, this company and the Pennsylvania Railroad Company sold and transferred to the Cleveland, Mt. Vernon, Columbus and London Railroad Company—now Cleveland, Mt. Vernon and Delaware—the *Cleveland, Zanesville and Cincinnati Railroad*, and also assigned to the same company the lease of the Massillon and Cleveland Railroad. See page 72.

ROCKY RIVER RAILROAD COMPANY.

Certificate of incorporation filed with Secretary of State February 20, 1867 (Record of Corporations No. 4, p. 164). Road constructed from Cleveland to Rocky River—all in Cuyahoga county—is of the nature of a street railroad, carrying principally passengers, connecting at the city limits of Cleveland with a street railroad worked by horse-power.

SANDUSKY, MANSFIELD AND NEWARK RAILROAD COMPANY.

This company, as now organized, and its line of road from Sandusky to Newark—116½ miles—is the result of four separate original corporations.

The Monroeville and Sandusky City Railroad Company was created by act of March 9, 1835 (33 O. L., 387), vested with the right to construct a road from Monroeville to Sandusky; amendatory act of March 20, 1841 (39 O. L., 60), authorized the company to extend their line from Monroeville, so as to connect the same with the Mansfield and New Haven Railroad at Paris, or some intermediate point, as might mutually be agreed upon between the companies.

March 12, 1836 (34 O. L., 452), the Mansfield and New Haven Railroad Company was incorporated, with the right to construct a railroad from the town of Mansfield to the village of New Haven, to intersect the railroad from New Haven to Monroeville.

The act of March 11, 1843 (41 O. L., 63), directed the sale, after giving thirty days' notice, as prescribed, of the Monroeville and Sandusky Railroad, authorizing its purchase by the Mansfield and New Haven Railroad Company, if the highest bidder; in which case the rights and immunities of the said Mansfield and New Haven Railroad Company were to extend from Mansfield to Sandusky, the company to be entitled and known as the Mansfield and Sandusky City Railroad Company.

Under the authority and provisions of this act the Mansfield and New Haven Railroad Company made the purchase, and thereafter was known by the name prescribed.

By act of March 12, 1845 (43 O. L., 415), the Columbus and Lake Erie Railroad Company was incorporated, with power to construct and maintain a railroad from Columbus to Mansfield, or some point on the Mansfield and New Haven or the Mansfield and Sandusky City Railroad, at which point a connection may be made on terms to be agreed upon.

By virtue of an agreement, the road of this company was taken possession of January 1, 1851, and operated by the Mansfield and Sandusky City Railroad Company, and the following June a contract of lease was entered into, which became null and void by the consolidation January 1, 1854, under agreement dated November 23, 1853 (Record of Corporations No. 1, p. 134, office of Secretary of State), of the Columbus and Lake Erie with the Mansfield and Sandusky City and the Huron and Oxford Railroad Companies. The last named company was incorporated by act of February 27, 1846 (44 O. L., 195), and constructed a road from Huron to Oxford township, eight miles, all in Erie county, where it connected with the road of the Mansfield and Sandusky City Railroad Company, and by which company it was operated as soon as completed, under lease until the consolidation named above of the three companies, forming the Sandusky, Mansfield and Newark Railroad Company, the capital stock to be \$2,500,000, of which \$1,350,000 was to be divided to the stockholders of the several companies, as follows: To the Mansfield and Sandusky City Company, \$900,000; to the stockholders of the Columbus and Lake Erie Company, \$350,000—this sum being an excess over the stock of said company, said increase to be distributed among the stockholders in proportion to the amount held by each therein; and to the Huron and Oxford Company, \$100,000.

The debts and liabilities of the respective corporations to be assumed and become the debts of the new corporation; it being understood and guaranteed that the debts of said Huron and Oxford Railroad Company shall not exceed \$100,000.

The said corporations to contribute to the new corporation the roads, real estate, buildings, assets and claims, and property of every description belonging to each, respectively; and the existing leases of the Columbus and Lake Erie and the Huron and

Oxford Railroad Companies to the Mansfield and Sandusky City Railroad Company to be surrendered and canceled.

The agreement was submitted to the stockholders of each of the said corporations and duly ratified December 29, 1853.

The new consolidated company became embarrassed and suit was brought in the Court of Common Pleas of Erie county by Henry Grinnell and others against it for the foreclosure of the several mortgages made by the several companies originally constituting the same, and a receiver was appointed. A plan of reorganization and capitalization was agreed upon by a large majority of the stock and debts in interest, and April 8, 1856, "an act for the relief of the stockholders and creditors" was passed (53 O. L., 105), which made it the duty of the court ordering or decreeing the sale of the railroad, fixtures, rolling stock and other property of said company, under the suit then pending, and to facilitate a compromise and adjustment, "further to order and decree that the corporate franchises of said company shall, by virtue of the sale so to be made, pass to and vest in the purchasers."

May 30, 1856, the court entered judgments in the case, and ordered a sale of the road, property, etc.; in pursuance of which the same was sold July 22, 1856, to three trustees, who purchased for the benefit of the stockholders and creditors, parties to the plan of reorganization. The sale was approved and confirmed by the court July 24, and July 25, 1856, the company was reorganized. March 29, 1865, a deed of conveyance was made by the old to the new company.

February 13, 1869, a contract was entered into by and between the Sandusky, Mansfield and Newark, the Central Ohio, and the Baltimore and Ohio Railroad Companies, by which the Central Ohio Railroad Company leased for the term of 17 years and 5 months from July 1, 1869, with the option of continuing the same for 20 years thereafter, and for further terms of like duration, the road and property of the Sandusky, Mansfield and Newark Railroad Company, agreeing to maintain and operate the road, keep up and increase the rolling stock, etc., as the business may require, so as to build up the local business, and to treat the road as part of its own line for through traffic, adjusting rates so as to secure its fair share thereof.

The lessee agreeing to pay as rent \$174,350 yearly, in half yearly payments; to pay all taxes not exceeding 4 per cent. on the annual gross earnings—any excess to be paid by the Sandusky, Mansfield and Newark Company; to pay all current and running expenses incident to operating the road, and all damages and expenses arising or accruing from running the road under the terms of the lease.

The lessor to keep up its organization as a railroad company during the continuance of the lease, and protect the lessee in the enjoyment and use of the property, rights and franchises of the company.

It was agreed that if a road from Newark south to the coal fields was built during the term of the lease, or any extension thereof, the lessee should receive and transport over or to any point of the road hereby leased all traffic received from or for said southern road; out of the gross earnings arising therefrom to receive 70 per cent., the remaining 30 per cent. to be equally divided between the two companies.

No assignment of the lease, or of any rights under it, to be made without consent of the Sandusky, Mansfield and Newark Railroad Company, made in writing; but this shall not prohibit the lessee from making any agreement with the Baltimore and Ohio Railroad Company, in respect to operating the road hereby leased, it may deem advisable.

The Baltimore and Ohio Railroad Company guarantee the faithful performance by the lessee of all the conditions of the contract.

January 1, 1872, the company leased the road of the Newark, Somerset and Straitsville Railroad Company for the term of 14 years and 8 months, from and after April 1, 1872; the Baltimore and Ohio Railroad Company to equip and operate the same, paying all expenses incident thereto, and pay the Newark, Somerset and Straitsville Railroad Company 30 per cent. of the gross earnings of the road, out of which the payment of interest on the bonded debt, \$800,000, is secured, being fifty-six (56) thousand dollars per annum, "in coin." Lease renewable at the end of first term for 20 years additional, and so on from time to time: twelve months' notice to be given previous to the expiration of any term, of a desire to surrender the same by the Baltimore and Ohio Railroad Company.

TOLEDO, CANADA SOUTHERN AND DETROIT RAILWAY COMPANY.

This company was formed by consolidating, under articles of agreement dated May 29, 1872, and filed with the Secretary of State of Ohio July 15, 1872 [affirmatory certificate of July 19 filed August 1], the Detroit and State Line Railroad Company of Michigan, organized February 21, 1872, and the Junction Railway Company of Ohio; termini, Toledo and Detroit, 57 miles.

The latter company filed its certificate in the office of the Secretary of State March 8, 1872, to construct a railroad from the northerly line of the State of Ohio, in Manhattan township, to Toledo, seven miles, all within the county of Lucas.

At date of report—June 30—the entire length was graded, and forty-three miles, from Toledo to Trenton, laid with rail.

TOLEDO, TIFFIN AND EASTERN RAILROAD COMPANY.

This company, originally the Columbus, Tiffin and Toledo Railroad Company, filed its certificate of organization with the Secretary of State August 21, 1867, to construct a road from Columbus to Toledo. There was filed in the office of the Secretary of State September 23, 1871, a copy of decree of court changing name to Baltimore and Ohio, Toledo and Michigan Railroad Company. Also, same date, copy of decree changing from that name to the Toledo, Tiffin and Eastern Railroad Company.

Under provisions of act of May 1, 1869 (66 O. L., 83), the city of Toledo contracted with the Mansfield, Coldwater and Lake Michigan Railroad Company and this company to build the "Toledo and Woodville Railroad," issued therefor bonds of the city for \$425,000, and March 18, 1873, leased the road to said contractors for the term of 999 years, the lessees to pay "as rent for the said demised premises during the continuance of the whole term aforesaid, a sum equal in amount to any and every dividend which may at any time be earned or declared upon the preferred stock of the Toledo, Tiffin and Eastern Railroad, upon shares thereof amounting in the aggregate to \$400,000, * * * but the said rent shall not exceed the sum of 7 per cent. per annum upon said sum of \$400,000." The lessees or their assigns shall grant to the Atlantic and Lake Erie Railway Company the right of joint occupancy with said lessees and their assigns of said Toledo and Woodville Railroad during the continuance of said term, and also of the railway bridge which said lessee, as one condition of the lease aforesaid, agrees to construct from the terminus of said road on the southerly side of the Maumee river to the northerly side thereof and of the passenger depot buildings, upon such terms as they may agree upon.

This company has included the Toledo and Woodville Railroad in the mortgage securing its bonded debt, treating it, in fact, as a part of its own road.

The road of this company is completed from Tiffin to Toledo, 42 miles, and is, including the "Toledo and Woodville Railroad" and the road of the Mansfield, Coldwater and Lake Michigan Railroad Company, under lease for 999 years to the Pennsylvania Company, by whom they are operated in connection with its other lines.

TOLEDO, WABASH AND WESTERN RAILWAY COMPANY.

This line of railway was intended by its projectors to form a direct and continuous route, under one official management, from Toledo, Ohio, to the Mississippi river, passing through the States of Ohio, Indiana and Illinois; but it was deemed best to organize a distinct corporation in each of the States named, and accordingly the Toledo and Illinois Railroad Company filed a certificate of incorporation with the Secretary of State of Ohio April 25, 1853 (Record of Corporations No. 1, p. 79), for the purpose of building a railroad from Toledo to the western boundary line of the State, in Harrison township, Paulding county.

August 19, 1853, the Lake Erie, Wabash and St. Louis Railroad Company filed articles of association with the Secretary of State of Indiana for construction, etc., of a railroad from a point on the east line of Allen or DeKalb county, down the valleys of Little and Wabash rivers, through the counties of DeKalb, Allen, Whitley, Huntington, Wabash, Miami, Cass, Carroll, Tippecanoe, Fountain, Warren and Vermillion, to a point on the west line of Indiana, in the general direction of Danville, Illinois; proposed length, 190 miles.

Under agreement dated June 25, 1856, these two companies consolidated, taking the name of Toledo, Wabash and Western Railroad Company. Articles filed with the Secretary of State of Ohio August 4, 1856 (Record of Corporations No. 1, p. 332), and of Indiana September 23, 1856. The capital stock of the two companies to be merged in the new company share for share, and all property, rights, etc., etc., and all the debts and liabilities of each to vest in the consolidated company.

The new company was unable to meet its obligations, and suits for foreclosure of mortgages and sale of road were brought in the United States Court of the Northern District of Ohio April 13, 1858, and May 28 following in the United States Court of the District of Indiana.

July 13, 1858, the former court entered a decree against the *Toledo and Illinois Railroad Company et al.*, and an order of sale of mortgaged property in default of payment, which not having been made as required, the road, including all the property of the company in Ohio, whether real, personal or mixed, right of way, franchises, etc., was sold October 7 by the United States marshal and special master commissioner and purchased by Azariah Boody for the sum of \$300, subject to the mortgages.

October 8, 1858, the court confirmed the sale, and in pursuance of its order a deed was executed to the purchaser on the same date.

By virtue of a decretal order of the United States Court for the District of Indiana, issued in the case against the *Lake Erie, Wabash and Western Railroad Company et al.*, August 25, 1858, the United States marshal and special commissioner sold its road, property, etc., in Indiana October 5, 1858, to Azariah Boody for the sum of \$1,000, subject to mortgages. The sale was confirmed by the court, and a deed ordered and duly executed on the same date.

Prior to the sales above named the creditors and stockholders of the Toledo, Wabash and Western Railroad Company had entered into a plan looking to a partial restoration of their interests in the property decreed to be sold, by a readjustment—the stockholders

of the Toledo, Wabash and Western Railroad Company conceding 75 per cent. of their stock (about three and one-fourth millions) and the minor bondholders and other creditors about one million—and accordingly two new companies were organized—the Toledo and Wabash Railroad Company filing its articles of incorporation July 10, 1858, with the Secretary of State of Ohio (Record of Corporations No. 1, p. 467), for the purchase of the road in Ohio, and the Wabash and Western Railroad Company in Indiana for the purchase of the part of the road in that State; filing articles of association with the Secretary of State September 27, 1858.

The purchases hereinbefore named were made in the interest of these newly organized companies, and were, on the same dates as purchased, conveyed to them by the purchaser at the judicial sales.

Articles of consolidation of these two companies, under the name of the Toledo and Wabash Railway Company, dated October 7, 1858, were filed with the Secretary of State of Indiana December 9, and of Ohio December 15, 1858 (Record of Corporations No. 1, p. 488), by which the capital stock issued, property, indebtedness by mortgage bonds, etc., of the two parties thereto, were agreed to be of equal relative value, and to be on an equal basis, the capital stock of each to be estimated at its par value; the debts, liabilities, etc., of the two companies to be assumed by, and their rights, franchises, property, etc., to vest in, the consolidated company.

Articles of consolidation, bearing date May 29, 1865, by and between above-named Toledo and Wabash Railway Company, the Great Western Railroad Company of 1859 (of Illinois), its line extending from the Indiana State line to Merodisia, Ill. 175 miles, with a branch from Bluffs to Naples, 4 miles; the Quincy and Toledo Railroad Company (of Illinois), Merodisia to Camp Point, 34 miles, and the Illinois and Southern Iowa Railroad Company of Illinois, Clayton to Carthage, 29 miles, were filed June 30, 1865, with Secretary of State of Illinois, of Indiana, July 3, and July 6, 1865, with Secretary of State of Ohio (Record of Corporations, No. 3, p. 91), consolidating their roads, property and capital stock into one company, upon the following bases:

The Toledo and Wabash Railway Company—That its capital is \$10,000,000, composed of \$3,400,000 first mortgage bonds, \$2,500,000 second mortgage bonds, \$600,000 convertible equipment bonds, \$1,000,000 convertible preferred stock, and \$2,500,000 common stock.

The Great Western Railroad Company of 1859—That its capital is \$7,400,000, being \$2,500,000 first mortgage bonds (of which \$1,150,000 are in the hands of a trustee to take up an issue of \$1,000,000 ten per cent. bonds maturing in 1863, the remainder to be used in retiring \$1,350,000 seven per cent. bonds maturing in 1865), \$2,500,000 second mortgage bonds, and \$2,400,000 of stock; this company also to pay the sum of \$780,300 in cash to the consolidated company, that being amount estimated by appraisers appointed for the purpose, required to place its road in equal condition with the Toledo and Wabash Railway, etc., etc., and assigning to the consolidated company, to indemnify for extra interest and expenses, all of its first mortgage bonds remaining in the hands of the trustee after retiring the \$1,000,000 ten per cent. bonds due in 1863.

The Quincy and Toledo Railroad Company—That its capital is \$776,000—\$500,000 seven per cent. first mortgage bonds, bearing interest from November 1, 1865, and \$276,000 stock.

The Illinois and Southern Iowa Railroad Company—That its capital is \$300,000 first mortgage bonds and \$10,000 of stock.

The name of the consolidated company to be the *Toledo, Wabash and Western Railway Company*; and all rights, franchises, property real and personal, debts, etc., of the respective companies named, parties thereto, to vest in, and the bonds and other debts

before specified, in the manner and extent specified, and not otherwise provided for in the agreement, to be protected by said consolidated company.

An agreement of consolidation entered into October 6, 1868, and June 3, 1869, by and between the Toledo, Wabash and Western Railway Company and the Decatur and East St. Louis Railroad Company (of Illinois), its line extending 103 miles, was filed with the Secretaries of State (of Indiana, August 8, of Illinois, August 9, and of Ohio, August 10, 1870), by which they consolidated their roads, property and rights, so as to become one corporation.

The conditions were that the Decatur and East St. Louis Railroad Company complete its road from Decatur to the bank of the river at East St. Louis, on the basis of \$40,000 for every mile thereof built, completed and equipped as a first-class road, equal to the Western Division of the Toledo, Wabash and Western Railway, with necessary depots, etc., and an equipment of at least ten locomotives, two hundred box freight cars, six passenger and four baggage and mail cars, said cost of \$40,000 per mile to be represented by bonds to the extent of \$25,000 and stock \$15,000 per mile, to be issued by the company building the road, the bonds to be assumed by and the stock exchanged for stock of the Toledo, Wabash and Western Railway Company. All rights, franchises and privileges, property, appurtenances, etc., of every description, debts, dues and demands of the two companies, to vest in consolidated company, its name to be the *Toledo, Wabash and Western Railway Company*.

Roads under lease per report for the year ending June 30, 1872:

Hannibal and Central Missouri	Missouri.
Hannibal and Naples.....	Illinois.
Pekin, Lincoln and Decatur.....	Illinois.
Lafayette, Bloomington and Mississippi.....	Illinois.
Lafayette, Muncie and Bloomington.....	Indiana.

"We pay expenses, and guarantee interest on their bonded debt; any excess goes to their stockholders."

VALLEY RAILWAY COMPANY.

The certificate of incorporation of this company was filed with the Secretary of State August 21, 1871, to construct a railroad from Cleveland to Bowerston, in the township of Monroe, Harrison county, passing through the counties of Cuyahoga, Summit, Stark, Tuscarawas, Carroll and Harrison.

In compliance with a petition filed with the Clerk of the Court of Common Pleas of Cuyahoga county, a decree was issued May 1873, authorizing an extension of said railroad from Bowerston, the southern terminus specified, passing through the counties of Harrison and Jefferson to Martin's Ferry, in Belmont county, making proposed length 130 miles.

The road is in process of construction, the grading, etc., done being chiefly between Cleveland and Canton.

In the appendix will be found Appendix "A," report of Captain Williams, "expert" for the examination of bridges and trestles; Appendix "B," a review of the history, progress, cost, uses and economy of railroads in Ohio, written for this report by Hon. E. D. Mansfield, former Commissioner of statistics for Ohio; Appendix "C," Railroad Laws, including acts relating to this office, with those passed at the session of 1873 upon the subject of railroads; Appendix "D," copy of the decision

of the Supreme Court in the proceedings in the nature of quo warranto against the stockholders of the Pittsburgh, Fort Wayne and Chicago Railway Company; Appendix "E," copy of circular relating to reports of companies, issued May 20th.

REMARKS.

In the preparation of this report, we have endeavored to obtain and present such facts as would best exhibit the physical, financial and working condition of the several lines of railroad in the State, but efforts to elicit these developed a want of uniformity in the methods of keeping books which often made it difficult to obtain the same class of facts from each company; yet with changes required by authority of the act of April 25th last, and assurances given by companies not heretofore furnishing the required items, we believe much less annoyance of this nature will be had in the future. The authority originally conferred upon the Commissioner was neither competent or well defined, and the support rendered the department since its creation in 1867 by the Legislature has not been commensurate with its importance to the people of the State; it has been of that doubting, half hearted kind which at least seems to imply a query, whether the office ought to exist or not, and each succeeding winter, save the last two, has witnessed the persistent efforts of some for its annihilation. Notwithstanding these adverse circumstances, an existence has been maintained of much service to the people of the State, though far less than it might have been.

This kind of aid from those who should have been its stand supporters, has made the duties of the Commissioner more onerous, and the results of his labors less efficient and satisfactory, than if he had been properly sustained by having requisite authority and the necessary appropriations to make it available. The last Legislature extended the authority, but failed to supply the means needed for its proper execution, or to make it of value beyond the power to secure more accurate general information for future reports. Special investigations are sometimes important. They often reveal irregularities, and aid in their correction, or relieve innocent parties from unjust suspicions. This would be true regarding freight lines, their management, their relations to railroad officials, State taxes, etc., including rates and any unjust discriminations in the same, with numerous other matters about which important facts can only be reached through evidence obtained by *authority* from the parties under oath. No appropriation being made for this purpose, the Commissioner was left to take the responsibility and pay expenses, or incur neither. Knowing the position to be no sinecure, and believing this office was not designed as a place for the especial exercise of extended beneficence or charity, such

investigations were deferred until the proper means for conducting them are provided. This department is sustained in Illinois and Massachusetts at an expense of from \$15,000 to \$17,000 annually, while Ohio pays but about \$5,500, or one-third the amount, with seeming reluctance. With the routine duties of the office largely increased, and but about two-thirds the sum for clerk hire furnished in other States, it becomes a matter of necessity that the Commissioner give much of his time to the detail of clerical work which otherwise might be spent in matters of more general interest to the public. If the department merits an existence, the officer in charge should be supplied with the means necessary to employ such help, and procure such information as will make his efforts more efficient and valuable in the future.

I desire to acknowledge the uniform courtesy extended to the Commissioner by railroad officials and others with whom the duties of his position have called him to associate. Also the faithful and efficient services of Mr. C. T. Flowers, clerk in this office.

Very respectfully,

O. L. WOLCOTT,

Commissioner.

[The delay in submitting this report is principally the result of two causes: 1st. A few railroad companies failed to make their reports (or required corrections of the same) until about the 1st of December, three months after the time prescribed by law. This delay in returns and corrections obtained by "piece meal," through one excuse or another, proved fatal to elaborate deductions and comparisons, intended to exhibit the real or relative condition and operations of the several lines of road in the State.

2d. A quite proper rule adopted by the Supervisor of Public Printing requires the manuscript of the report to be placed in his possession before it will be entered on the list for its turn at the "printing mill." In order to have our report ready at the earliest day practicable, we bundled up the manuscript and made the deposit on the 6th day of January, expecting the printers to commence upon it within ten days. It is now the 18th day of February, and the first form has not been received for revision. This delay, to a certain extent, should be charged to that unnecessary clause in the law requiring the Executive Documents to be "paged consecutively," making it necessary for the printers to complete one report before commencing another. If for any reason any portion of the manuscript requires to be changed, or the Legislature is higgling about the number of copies which shall be printed of the same, the work is delayed;

no other of the larger reports can be taken up until these matters are settled and this report out of the way. If the law is so amended that each public document retain its own head lines, paging and index when bound as Executive Documents, and be prefixed by a table of contents exhibiting the order in which they are bound, with the number of pages from 1 to — belonging to each, the annoyance above referred to would be, to a large extent, removed, and the Executive Documents be more convenient for reference than now.—COMMISSIONER.]

TABULATIONS
FROM
REPORTS OF RAILROAD COMPANIES.

I.—LENGTH—ENTIRE LINES LAID WITH RAIL.

	COMPANY.	Main line.		Branches.		Total main line and branches.		Double main track.		Stings, etc.		Constructed double gauge.		Total length of rail		Proposed length.		Graded, not ironed.	
		Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
1	Ashtabula, Youngstown and Pittsburgh Railroad	(a) 63.500			63.500					5,600				63,100					
2	Atlantic and Great Western Railroad	357.500		227.500	605					114		62		781		235		98,250	
3	Atlantic and Lake Erie Railway	(b)																	
4	Baltimore, P'tts. and Chicago Railway (Ohio Div.)	(b)																	
5	Baltimore Short Line Railway	(b)																	
6	Carrollton and Oneida Railroad	12			12					113				12,113		30			
7	Central Ohio Railroad	(c) 137			137					31,170				168,170					
8	Chicago and Canada Southern Railway	(b) 46			46									46		250		29	
9	Cincinnati and Baltimore Railroad	(d)																	
10	Cincinnati, Hamilton and Dayton Railroad	59.927			59.927			9.216		24,483	(c) 24,233			117,949					
11	Cincinnati and Indianapolis Railroad	98.200			98.200					3,225				104,425					
12	Cincinnati and Muskingum Valley Railway	179			179			1,250		9				189,250					
13	Cincinnati, Richmond and Chicago Railroad	145.440			148.440					13,520				161,960					
14	Cincinnati, Sandusky and Cleveland Railroad	42			42					2,700				44,700					
15	Cincinnati and Springfield Railway	175		15,500	190,500					25,750				216,250					
16	Cleveland, Columbus, Cincinnati and Indianapolis R'y	80,500			80,500					11,250				91,750					
17	Cleveland and Mahoning Valley Railway	391			391			18		86,250				485,250					
18	Cleveland, Mt. Vernon and Delaware Railroad	(g)																	
19	Cleveland and Newburgh Railroad	(h) 145		12,500	157,500					6,500				164					
20	Cleveland and Pittsburgh Railroad	3,333			3,333									3,333					
21	Columbus, Chicago and Indiana Central Railway	149,750		76	225,750			3		78				306,750					
22	Columbus and Hocking Valley Railroad	(i)																	
23	Columbus, Springfield and Cincinnati Railroad	76		13	89					18				107					
24	Columbus and Xenia Railroad	(j)																	
25	Dayton and Michigan Railroad	(j)																	
26		142			142					20,206				102,206					

27	Dayton and Union Railroad	46,780	.....	46,780	.....	1,817	.....	48,597	.....	62	34
28	Gallipolis, McArthur and Columbus Railroad	(b)	7,003	.....	.....	.....	.....	7,494	.....	.....	.....
29	Harrison Branch Railroad .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	Iron Railroad	13	.....	14	.....	1	.....	15	.....	.....	.....
31	Lake Erie and Louisville Railway	(k)	79,950	79,950	.....	4	.....	83,250	.....	180	118
32	Lake Shore and Michigan Southern Railway	541,340	.....	1,136,490	222,620	334,520	.....	1,693,630	.....	.....	.....
33	Lake Shore and Tuscarawas Valley Railway	(l)	100,370	5	160,370	12	.....	112,370	.....	.....	.....
34	Little Miami Railroad	(i)	.....	.....	.....	.....	.....	.....	.....	.....	.....
35	Mahoning Coal Railroad	(m)	38	38	.....	.....	.....	38	.....	.....	.....
36	Mansfield, Coldwater and Lake Michigan Railroad	(a)	44	44	.....	.....	.....	44	.....	223	84
37	Marietta and Cincinnati Railroad	196,800	.....	282,800	4	48,900	.....	335,700	.....	.....	.....
38	Marietta and Pittsburgh Railroad	(n)	80	3,500	83,500	2	.....	85,500	.....	97	17
39	Massillon and Cleveland Railroad	(o)	.....	.....	.....	.....	.....	.....	.....	.....	.....
40	Newark, Somerset and Stratsville Railroad	(c)	44	44	.....	.....	.....	47,750	.....	.....	.....
41	Ohio and Mississippi Railway	340	.....	393	.....	72	.....	465	.....	.....	.....
42	Painesville and Youngstown Railroad	(b)	11	11	.....	.....	.....	11,666	.....	64.40	20
43	Pittsburgh, Cincinnati and St. Louis Railway	894,500	.....	978,500	41,500	133,500	.....	1,138,500	.....	.....	.....
44	Pittsburgh, Ft. Wayne and Chicago Railway	465,300	.....	503,300	50,500	127,900	.....	681,700	.....	.....	.....
45	Rocky River Railroad	5,530	.....	5,530	.....	360	.....	5,890	.....	.....	.....
46	Sandusky, Mansfield and Newark Railroad	(c)	116,250	116,250	.....	13,920	.....	130,170	.....	.....	.....
47	Toledo, Canada Southern and Detroit Railway	(b)	43	43	.....	.....	.....	43	.....	57	14
48	Toledo, Tiffin and Eastern Railroad	(a)	42	42	.....	.....	.....	42	.....	.....	.....
49	Toledo, Wabash and Western Railway	473,600	.....	933,400	.....	Unknown	.....	933,400	.....	.....	.....
50	Valley Railway	(b)	.....	.....	.....	.....	.....	.....	.....	130	15
Total miles		5,910,873	1,661,950	7,572,823	380,086	1,213,591	86,323	9,252,823	1,438,40	489,80	.....

(a) Leased to Pennsylvania Company.

(b) In process of construction.

(c) Leased. Operated by Baltimore and Ohio Railroad Company.

(d) Leased to Marietta and Cincinnati Railroad Company.

(e) Sixty miles additional included in line of Atlantic and Great Western Railroad.

(f) Operated by, and includes line of Indianapolis, Cincinnati and Lafayette Railroad Company.

(g) Leased. Operated by Atlantic and Great Western Railroad Company.

(h) Verage operated for year eighty miles.

(i) Leased. Operated by Pittsburgh, Cincinnati and St. Louis Railway Company.

(j) Leased to Cincinnati, Sandusky and Cleveland Railroad Company.

(k) Operated for year thirty-seven miles.

(l) Average operated for year sixty miles.

(m) Just completed. Leased to Lake Shore and Michigan Southern Railway Company.

(n) Average operated for year sixty miles.

(o) Leased. Operated by Cleveland, Mt. Vernon and Delaware Railroad Company.

II.—CAPITAL STOCK.

Number.	COMPANY.	Authorized.	Subscribed.	Paid in.	Per mile.		Proportion for Ohio.	
					Miles.	\$	Miles.	\$
1	Ashtabula, Youngstown and Pittsburgh R.R.	\$1,500,000 00	\$1,325,000 00	\$1,293,509 72	63.50	20,448 97	all.	\$1,298,509 72
2	Atlantic and Great Western Railroad.....	50,000,000 00	24,358,700 00	24,358,700 00	423.	57,585 58	248.	14,281,223 84
3	Atlantic and Lake Erie Railway (a).....	5,000,000 00	1,486,583 40	541,663 55	.....	.....	all.	541,663 55
4	Balt., Pittsb'g and Chicago R'y.—Ohio Div. (a)	3,000,000 00	300,250 00	30,025 00	.....	.....	all.	30,025 00
5	Baltimore Short Line Railway (a).....	500,000 00	302,050 00	101,195 00	30.	3,373 16	all.	101,195 00
6	Carrollton and Oneida Railroad.....	20,000 00	14,000 00	14,000 00	12.	1,165 00	all.	14,000 00
7	Central Ohio Railroad.....	3,000,000 00	2,849,500 00	2,849,500 00	137.	20,739 27	all.	2,849,500 00
8	Chicago and Canada Southern Railway (a)	10,000,000 00	2,000,000 00	1,557,300 07	46.	33,554 35	4.	135,417 40
9	Cincinnati and Baltimore Railroad.....	800,000 00	635,550 00	693,005 00	6.	115,500 83	all.	693,005 00
10	Cincinnati, Hamilton and Dayton Railroad.	3,500,000 00	3,500,000 00	3,500,000 00	60.	58,333 33	all.	3,500,000 00
11	Cincinnati, Hamilton and Dayton Railroad.	2,500,000 00	.....	.....	98.20	.....	19.	.....
12	Cincinnati and Indiana Railroad.....	2,000,000 00	500,000 00	500,000 00	20.50	24,390 25	all.	500,000 00
13	Cincinnati and Muskegon Valley Railway.	4,000,000 00	4,000,000 00	3,996,670 00	148.44	26,924 48	all.	3,996,670 00
14	Cincinnati, Richmond and Chicago Railroad	500,000 00	382,600 00	382,600 00	36.	10,627 78	all.	382,600 00
15	Cincinnati, Sandusky and Cleveland Railroad	6,000,000 00	6,000,000 00	4,424,342 45	170.50	25,919 22	all.	4,424,342 45
16	Cincinnati and Springfield Railway.....	5,000,000 00	1,100,000 00	1,100,000 00	48.50	22,680 41	all.	1,100,000 00
17	Cleveland, Columbus, Cin'ti and Ind'polis R'y.	15,000,000 00	14,991,650 00	14,991,650 00	391.	38,341 81	307.	11,770,935 67
18	Cleveland and Mahoning Valley Railway..	2,759,200 00	2,759,200 00	2,759,200 00	121.	22,803 30	all.	2,759,200 00
19	Cleveland and Mahoning Valley Railway..	3,500,000 00	1,731,000 00	1,562,791 92	145.	10,777 87	all.	1,562,791 92
20	Cleveland and Newburgh Railroad.....	60,000 00	45,100 00	41,740 00	3.33	12,522 00	all.	41,740 00
21	Cleveland and Pittsburgh Railroad.....	11,250,854 00	11,240,682 16	11,240,682 16	199.	56,485 84	184.	10,393,394 56
22	Columbus, Chicago, and Ind. Central R'y..	15,000,000 00	13,375,253 62	13,375,253 62	582.	22,981 53	136.90	3,146,171 46
23	Columbus and Hooking Valley Railroad....	2,500,000 00	1,805,250 00	1,572,762 50	89.	17,671 49	all.	1,572,762 50
24	Columbus, Springfield and Cin'ti Railroad	1,000,000 00	1,000,000 00	1,000,000 00	45.	22,222 92	all.	1,000,000 00
25	Columbus and Xenia Railroad.....	1,800,000 00	1,786,200 00	1,786,200 00	55.	32,476 36	all.	1,786,200 00
26	Dayton and Union Railroad.....	2,000,000 00	3,663,294 19	3,663,294 19	140.71	26,033 61	all.	3,663,294 19
27	Dayton and Union Railroad.....	1,000,000 00	197,050 00	186,000 00	31.78	5,853 05	all.	186,000 00
28	Gallipolis, McArthur and Col'ns Railroad (a)	1,500,000 00	218,000 00	117,649 91	62.	1,897 25	all.	117,629 91
29	Harrison Branch Railroad.....	200,000 00	200,000 00	200,000 00	7.49	26,666 66	all.	200,000 00
30	Iron Railroad.....	500,000 00	129,550 00	129,550 00	14	9,253 57	all.	129,550 00
31	Lake Erie and Louisville Railway (a).....	4,000,000 00	1,115,350 00	1,115,350 00	88.	12,674 43	all.	1,115,350 00
32	Lake Shore and Mich. Southern Railway..	50,000,000 00	50,000,000 00	50,000,000 00	1083.	46,168 05	378.50	17,474,606 92
33	Lake Shore and Tuscarawas Valley Railway..	2,000,000 00	2,000,000 00	1,951,915 00	100.37	19,746 09	all.	1,951,915 00

34	Little Miami Railroad	5,000,000 00	4,608,250 00	4,608,250 00	4,608,250 00	46,082 50	all.	4,608,250 00
35	Mahoning Coal Railroad	1,500,000 00	1,500,000 00	1,500,000 00	1,075,000 00	23,289 47	all.	1,075,000 00
36	Mansfield, C'dwater and L. Mich. Railr'd(a)	4,000,000 00	590,928 30	474,643 86	123. (c)	3,858 89	all.	474,643 86
37	Marietta and Cincinnati Railroad	14,000,000 00	14,000,000 00	14,000,000 00	276.80	50,578 03	all.	14,000,000 00
38	Marietta and Pittsburgh Railroad (a)	1,500,000 00	1,350,000 00	1,100,000 00	97.	11,340 20	all.	1,100,000 00
39	Massillon and Cleveland Railroad	200,000 00	196,650 00	195,255 00	12.50	15,620 40	all.	195,255 00
40	Newark, Somerset and Straitsville Railroad	900,000 00	900,000 00	873,650 00	44.	19,855 68	all.	873,650 00
41	Ohio and Mississippi Railway	24,030,000 00	24,030,000 00	24,030,000 00	393.	61,145 00	19.53	1,194,161 85
42	Painesville and Youngstown Railroad (a) ..	2,000,000 00	2,000,000 00	571,314 10	64.40	8,571 34	all.	571,314 10
43	Pittsburgh, Cinin'ti and St. Louis Railway ..	8,924 350 00	8,433,550 00	8,433,550 00	201.	41,957 96	157.50	6,608,378 70
44	Pittsburgh, Ft. Wayne and Chicago R'y	22,214,285 71	22,214,285 71	22,214,285 71	468.30	47,436 01	251.80	11,920,669 31
45	Rocky River Railroad	80,000 00	75,862 75	75,862 75	5.53	13,718 40	all.	75,862 75
46	Sandusky, Mansfield and Newark Railroad ..	1,000,000 00	938,000 00	938,000 00	116.25	8,068 81	all.	938,000 00
47	Toledo, Canada Southern and Detroit R'y (a) ..	2,000,000 00	1,500,000 00	1,070,000 00	43.	24,883 72	7.	174,186 04
48	Toledo, Tiffin and Eastern Railroad	1,000,000 00	973,511 72	273,511 72	42.	6,512 18	all.	273,511 72
49	Toledo, Wabash and Western Railway	16,000,000 00	16,000,000 00	16,000,000 00	602.80	26,542 80	75.50	2,003,981 40
50	Valley Railway (a)	3,000,000 00	835,750 00	835,750 00	.....	.....	all.	95,059 52
	Totals	322,938,689 71	254,518,601 35	247,099,912 75	.....	.....	.....	\$18,931,618 34

(a) In process of construction.

(b) Stock on 100 and debt on 138 miles.

(c) In Ohio, 37 miles laid with rail.

III.—DEBT.

Number.	COMPANY.	Funded.	Unfunded.	Total.	Per mile.	Proportion for Ohio.
1	Ashtabula, Youngstown and Pittsburgh Railroad.....	\$1,500,000 00	.....	\$1,500,000 00	\$23,622 00	\$1,500,000 00
2	Atlantic and Great Western Railroad.....	64,500,692 34	\$2,335,452 85	65,139,145 19	153,993 25	33,190,326 00
3	Atlantic and Lake Erie Railway (a).....	.....	187,924 28	187,924 28	.....	187,924 28
4	Baltimore, Pittsburgh and Chicago R'y, Ohio Div (a).....	.....	.....	.....	.....	.....
5	Baltimore Short Line Railway (a).....	.....	182,312 10	182,312 10	6,077 07	182,312 10
6	Carrollton and Oneida Railroad.....	.....	.....	.....	.....	.....
7	Central Ohio Railroad.....	2,500,000 00	.....	2,500,000 00	18,248 17	2,500,000 00
8	Chicago and Canada Southern Railway (a).....	1,400,000 00	53,699 93	1,455,699 93	31,645 65	126,582 60
9	Cincinnati and Baltimore Railroad.....	315,000 00	397,055 97	712,055 97	118,676 00	712,055 97
10	Cincinnati, Hamilton and Dayton Railroad.....	2,150,000 00	754,198 95	2,904,198 95	48,403 31	2,904,198 95
11	Cincinnati, Hamilton and Indianapolis Railroad.....	1,838,400 00	522,452 75	2,360,852 75	24,041 27	456,784 13
12	Cincinnati and Indiana Railroad.....	4,000,000 00	70,000 00	4,070,000 00	112,148 79	2,299,050 20
13	Cincinnati and Muskingum Valley Railway.....	1,500,000 00	41,554 44	1,541,554 44	10,358 03	1,541,554 44
14	Cincinnati, Richmond and Chicago Railroad.....	625,000 00	46,283 70	671,283 70	18,646 77	671,283 70
15	Cincinnati, Sandusky and Cleveland Railroad.....	2,250,512 40	263,132 20	2,513,644 60	14,742 78	2,513,644 60
16	Cincinnati and Springfield Railway.....	2,411,000 00	314,524 96	2,725,524 96	56,196 39	2,725,524 96
17	Cleveland, Col., Cin. and Indianapolis Railway.....	3,000,000 00	865,284 83	3,865,284 83	9,885 63	3,034,888 41
18	Cleveland and Mahoning Valley Railway.....	1,967,600 00	.....	1,967,600 00	16,261 16	1,967,600 00
19	Cleveland, Mt. Vernon and Delaware Railroad.....	2,300,000 00	.....	2,300,000 00	15,862 07	2,300,000 00
20	Cleveland and Newburgh Railroad.....	36,000 00	.....	36,000 00	10,800 00	36,000 00
21	Cleveland and Pittsburgh Railroad.....	4,407,500 00	.....	4,407,500 00	22,148 24	4,075,276 16
22	Columbus, Chicago and Indiana Central Railway.....	24,905,824 00	115,065 20	25,020,829 20	42,991 12	5,885,454 32
23	Columbus and Hocking Valley Railroad.....	2,227,000 00	183,802 66	2,410,802 66	27,085 42	2,410,802 66
24	Columbus, Springfield and Cincinnati Railroad.....	1,000,000 00	.....	1,000,000 00	22,232 22	1,000,000 00
25	Columbus and Xenia Railroad.....	302,000 00	.....	302,000 00	5,490 70	302,000 00
26	Dayton and Michigan Railroad.....	2,824,500 00	321,570 90	3,146,070 90	22,357 91	3,146,070 90
27	Dayton and Union Railroad.....	.....	.....	.....	.....	.....
28	Gallipolis, McArthur and Columbus Railroad (a).....	527,444 88	.....	527,444 88	16,596 75	527,444 88
29	Harrison Branch Railroad.....	.....	11,721 48	11,721 48	189 05	11,721 48
30	Iron Railroad.....	.....	.....	.....	.....	.....
31	Lake Erie and Louisville Railway (a).....	890,000 00	38,025 86	36,025 86	2,573 27	36,025 86
32	Lake Shore and Michigan Southern Railway.....	29,473,000 00	445,685 00	1,335,685 00	15,178 24	1,335,685 00
33	Lake Shore and Tuscarawas Valley Railway.....	2,300,000 00	2,794,485 65	32,267,485 65	29,734 54	11,277,233 39
			178,761 60	2,478,761 60	24,696 27	2,478,761 60

34	Little Miami Railroad.....	2,242,000 00	.....	2,242,000 00	16,246 38	2,242,000 00
35	Mahoning Coal Railroad.....	1,075,000 00	98,179 30	1,173,179 30	30,873 14	1,173,179 30
36	Mansfield, Coldwater and Lake Michigan Railroad (a).....	4,460,000 00	.....	4,460,000 00	(c) 20,000 00	2,460,000 00
37	Marietta and Cincinnati Railroad.....	11,304,368 50	1,351,177 50	12,655,546 00	45,720 90	12,655,546 00
38	Marietta and Pittsburgh Railroad (a).....	1,500,000 00	40,000 00	1,540,000 00	15,876 29	1,540,000 00
39	Massillon and Cleveland Railroad.....	100,000 00	.....	100,000 00	8,000 00	100,000 00
40	Newark, Somerset and Straitsville Railroad.....	800,000 00	75,104 00	875,104 00	19,888 73	875,104 00
41	Ohio and Mississippi Railway.....	10,539,090 00	719,753 61	11,278,843 61	28,699 34	560,498 11
42	Painesville and Youngstown Railroad (a).....	10,010,585 99	2,980,060 89	12,990,646 88	52,849 45	9,926,486 43
43	Pittsburgh, Cincinnati and St. Louis Railway.....	13,568,000 00	17,929 62	13,585,929 62	29,009 67	7,290,130 07
44	Pittsburgh, Fort Wayne and Chicago Railway.....	30,000 00	6,450 00	36,450 00	6,591 32	36,450 00
45	Rocky River Railroad.....	2,309,843 93	.....	2,309,843 93	19,869 62	2,309,843 93
46	Sandusky, Mansfield and Newark Railroad.....	855,000 00	.....	855,000 00	19,883 72	139,186 04
47	Toledo, Canada Southern and Detroit Railway (a).....	850,000 00	6,561 88	856,564 88	20,394 40	856,564 88
48	Toledo, Tiffin and Eastern Railroad.....	19,033,000 00	.....	19,033,000 00	31,574 32	2,383,861 16
49	Toledo, Wabash and Western Railway.....	.....	63,356 27	63,356 27	.....	63,356 27
50	Valley Railway (a).....	.....	.....	.....	.....	.....
	Totals.....	\$238,148,362 04	\$15,483,814 38	\$253,632,176 42	.....	\$140,243,445 78

(a) In process of construction. (b) Two millions of this is a joint mortgage of this company (20 $\frac{1}{2}$ miles), and the Indianapolis, Cincinnati and Lafayette Railroad Company (15 $\frac{3}{4}$ miles), and the apportioning "per mile" is made on basis of 179 miles. (c) Applicable to entire line, 223 miles.

IV.—STOCK, DEBT, ETC.

Number.	COMPANY.	STOCK AND DEBT.			STOCKHOLDERS, RESIDENTS OF OHIO.	
		Total.	Per mile.	Proportion for Ohio.	Number.	Amount of stock owned by them June 30, 1873.
1	Ashtabula, Youngstown and Pittsburgh Railroad	\$2,798,509 72	\$4,770 97	\$2,798,509 72	985	\$207,509 72
2	Atlantic and Great Western Railroad	89,497,845 19	211,578 83	52,471,549 84	4	6,150 00
3	Atlantic and Lake Erie Railway (a)	729,587 83	.....	729,587 83	2979	539,663 55
4	Baltimore, Pittsburgh and Chicago Railway—Ohio Division (a)	30,025 00	.....	30,025 00	(b)	(b)
5	Baltimore Short Line Railway (a)	283,507 10	9,450 23	283,507 10	9	50,695 00
6	Carrollton and Oneida Railroad	14,000 00	1,165 00	14,000 00	21	14,000 00
7	Central Ohio Railroad	5,349,500 00	39,047 44	5,349,500 00	354	544,250 00
8	Chicago and Canada Southern Railway (a)	3,013,000 00	64,500 00	262,000 00	(b)	(b)
9	Cincinnati and Baltimore Railway	1,405,060 97	234,176 83	1,405,060 97	27	586,805 00
10	Cincinnati, Hamilton and Dayton Railroad	6,404,198 95	106,736 64	6,404,198 95	407	2,866,100 00
11	Cincinnati, Hamilton and Indiana Railroad	2,360,852 75	24,041 27	456,784 13	.....	(c)
12	Cincinnati and Indiana Railroad	4,570,000 00	(d)136,539 04	2,799,050 20	8	44,550 00
13	Cincinnati and Muskingum Valley Railroad	5,538,224 44	37,309 51	5,538,224 44	161	66,450 00
14	Cincinnati, Richmond and Chicago Railroad	1,053,883 70	29,274 55	1,053,883 70	20	372,560 00
15	Cincinnati, Sandusky and Cleveland Railroad	6,937,987 05	40,692 00	6,937,987 05	(b)	(b)
16	Cincinnati and Springfield Railroad	3,825,524 96	78,876 80	3,825,524 96	(b)	(b)
17	Cleveland, Columbus, Cincinnati and Indianapolis Railway	18,856,934 83	48,327 45	14,863,824 08	323	1,171,700 00
18	Cleveland and Mahoning Valley Railway	4,726,800 00	39,064 46	4,726,800 00	8	700 00
19	Cleveland and Delaware Railroad	3,862,791 92	26,639 94	3,862,791 92	(b)	171,791 92
20	Cleveland and Newburgh Railroad	77,740 00	23,322 00	77,740 00	(b)	41,740 00
21	Cleveland and Pittsburgh Railroad	15,648,182 16	78,634 08	14,468,670 72	(b)	(b)
22	Columbus, Chicago and Indiana Central Railway	38,396,082 82	65,972 65	9,031,655 78	37	103,100 00
23	Columbus and Hocking Valley Railroad	3,983,565 16	44,747 91	3,983,565 16	356	1,422,762 50
24	Columbus, Springfield and Cincinnati Railroad	2,000,000 00	44,444 44	2,000,000 00	(b)	(b)
25	Columbus and Xenia Railroad	2,088,200 00	37,967 26	2,088,200 00	230	1,445,050 00
26	Dayton and Michigan Railroad	6,809,365 09	48,391 52	6,809,365 09	239	2,357,700 00
27	Dayton and Union Railroad	713,444 88	22,449 80	713,444 88	54	175,900 00
28	Gallipolis, McArthur and Columbus Railroad (a)	129,351 39	2,086 30	129,351 39	900	113,303 57
29	Harrison Branch Railroad	200,000 00	26,663 66	200,000 00	12	64,000 00
30	Iron Railroad	165,575 86	11,896 85	165,575 86	26	121,900 00

331	Lake Erie and Louisville Railway (a).....	2,451,035 00	27,852 67	2,451,035 00	35	1,009,600 00
332	Lake Shore and Michigan Southern Railway.....	82,267,485 65	75,962 59	23,751,840 31	1013	5,585,600 00
333	Lake Shore and Tuscarawas Valley Railway.....	4,460,679 60	44,442 36	4,460,679 60	1004	1,227,915 00
334	Little Miami Railroad.....	6,850,250 00	(c) 49,639 49	6,850,250 00	513	2,866,200 00
335	Mahoning Coal Railroad.....	2,248,179 30	59,162 61	2,248,179 30	5	365,600 00
336	Mansfield, Coldwater and Lake Michigan Railroad (a).....	4,934,643 86	(c) 23,858 89	2,934,643 86	2150	449,400 00
337	Marietta and Cincinnati Railroad.....	26,655,546 00	96,298 93	26,655,546 00	390	1,261,150 00
338	Marietta and Pittsburgh Railroad (a).....	2,640,000 00	27,216 49	2,640,000 00	1600	1,100,000 00
339	Massillon and Cleveland Railroad.....	295,255 00	23,020 40	295,255 00	58	70,505 00
340	Newark, Somerset and Straitsville Railroad.....	1,748,754 00	39,744 41	1,748,754 00	425	773,650 00
341	Ohio and Mississippi Railroad.....	35,308,843 61	89,844 38	1,754,660 74	223	65,950 00
342	Painesville and Youngstown Railroad (a).....	571,314 10	8,871 34	571,314 10	13	189,327 10
343	Pittsburgh, Cincinnati and St. Louis Railway.....	21,424,196 85	94,807 41	15,834,865 13	117	521,100 00
344	Pittsburgh, Ft. Wayne and Chicago Railway.....	35,799,515 33	76,445 68	19,210,799 38	97	2,500,500 00
345	Rocky River Railroad.....	112,312 75	20,309 72	112,312 75	33	75,850 00
346	Sandusky, Mansfield and Newark Railroad.....	3,247,843 93	27,938 43	3,247,843 93	(b)	(b)
347	Toledo, Canada Southern and Detroit Railway (a).....	1,925,000 00	44,767 44	313,372 08	20	300,000 00
348	Toledo, Tiffin and Eastern Railroad.....	1,130,076 60	26,906 58	1,130,076 60	603	135,511 72
349	Toledo, Wabash and Western Railway.....	35,033,000 00	52,117 12	4,357,842 56	(b)	(b)
350	Valley Railway (a).....	158,415 79	.....	158,415 79	(b)	(b)
Totals.....		\$500,732,089 17	.....	\$279,180,064 12	15,258	\$31,106,380 08

(a) In process of construction. (b) Not reported. (c) No stock issued. (d) Paid in stock and company's proportion of bonds only.
(e) Average.

(c) Average.

V.—ROAD AND EQUIPMENT.

Number.	Company.	Total cost.	Cost per mile.	Proportion for Ohio.	Gauge.		Weight of rail per yard.	No. of highways crossed at grade in Ohio.
					Feet.	Inches.		
1	Ashtabula, Youngstown and Pittsburgh Railroad...	\$2,796,172 86	\$44,034 22	\$2,796,172 86	4	9	56	70
2	Atlantic and Great Western Railroad.....	87,153,392 34	206,050 57	51,100,541 35	{	6	56, 60	376
3	Atlantic and Lake Erie Railway (a).....	.....	.....	.....	4	8½	67, 68	.....
4	Balt., Pittsburgh, and Chicago R'y, Ohio Div. (a).....	.....	.....	.....	.....	.....	.....	.....
5	Baltimore Short Line Railway (a).....	283,507 10	9,450 23	283,507 10	.....	.....	.....	.....
6	Carrollton and Oneida Railroad.....	110,461 16	9,205 09	110,461 16	4	10	.....	8
7	Central Ohio Railroad.....	5,349,500 00	39,047 44	5,349,500 00	4	10	60, 64, 72	105
8	Chicago and Canada Southern Railway (a).....	.....	.....	.....	.....	.....	.....	.....
9	Cincinnati and Baltimore Railway.....	1,343,297 49	923,882 91	1,343,297 49	{ (b)	.....	(b)	(b)
10	Cincinnati, Hamilton and Dayton Railroad.....	5,635,942 67	93,932 38	5,635,942 67	{ (c)	4	60	105
11	Cincinnati, Hamilton and Indianapolis Railroad.....	1,777,756 04	19,121 75	363,313 25	4	10	50	33
12	Cincinnati and Indiana Railroad.....	2,032,209 16	99,132 15	2,032,209 16	4	8½	60	19
13	Cincinnati and Muskingum Valley Railway.....	5,519,980 17	37,186 61	5,519,980 17	{	4	56, 60	108
14	Cincinnati, Richmond and Chicago Railroad.....	1,011,985 27	28,110 70	1,011,985 27	4	10	60	63
15	Cincinnati, Sandusky and Cleveland Railroad.....	6,158,657 69	36,121 16	6,158,657 69	4	10	56	134
16	Cincinnati and Springfield Railroad.....	3,792,164 26	78,188 95	3,792,164 26	4	9½	57, 60	75
17	Cleveland, Columbus, Cin. and Indianapolis R'y.....	16,722,736 40	42,769 14	13,130,125 98	4	9½	60	275
18	Cleveland and Mahoning Valley Railway.....	4,526,777 03	37,411 38	4,526,777 03	4	8½	.....	(d)
19	Cleveland, Mt. Vernon and Delaware Railroad.....	4,225,435 00	29,140 93	4,225,435 00	4	10	56	88
20	Cleveland and Newburgh Railroad.....	86,146 94	25,844 08	86,146 94	4	8½	45	2
21	Cleveland and Pittsburgh Railroad.....	15,670,039 39	78,743 92	14,488,881 28	4	10	60	244
22	Columbus, Chicago and Indiana Central Railway.....	37,161,557 50	63,851 47	8,741,266 24	(e)	(c)	(c)	(e)
23	Columbus and Hocking Valley Railroad.....	4,152,707 72	46,659 64	4,152,707 72	4	9½	56, 60	78
24	Columbus, Springfield and Cincinnati Railroad.....	2,000,000 00	41,444 44	2,000,000 00	(f)	(f)	(f)	(f)
25	Columbus and Xenia Railroad.....	1,493,145 99	27,148 11	1,493,145 99	(e)	(e)	(e)	(e)
26	Dayton and Michigan Railroad.....	6,820,361 40	48,469 67	6,820,361 40	4	10	57, 60	219
27	Dayton and Union Railroad.....	612,014 76	19,257 86	612,014 76	4	10	56	42

28	Gallipolis, McArthur and Columbus Railroad (a).....	200,000 00	26,666 66	200,000 00	4	8½	60	(g)
29	Harrison Branch Railroad.....	393,368 59	25,997 76	393,368 59	4	10	60	(g)
30	Iron Railroad.....	2,427,731 63	27,587 97	2,427,731 63	4	9½	50, 56, 60	115
31	Lake Erie and Louisville Railway (a).....	78,251,913 60	72,254 77	27,318,430 44	4	9½	60	418
32	Lake Shore and Michigan Southern Railway.....	4,471,431 69	44,549 48	4,471,431 69	4	9½	56	90
33	Lake Shore and Tuscarawas Valley Railway.....	5,939,473 54	48,430 89	5,939,473 54	(e)	(e)	(e)	(e)
34	Little Miami Railroad.....	2,199,842 79	57,890 60	2,199,842 79	(g)	(g)	(g)	(g)
35	Mahoning Coal Railroad.....	1,443,382 35	6,472 56	796,124 88	4	9½	52	84
36	Mansfield, Coldwater and Lake Michigan R. R. (a).....	2,844,454 45	82,530 55	22,844,454 45	4	8½	60, 61, 64, 70	286
37	Marietta and Cincinnati Railroad.....	2,443,469 18	25,190 40	2,443,469 18	4	8½	50	70
38	Marietta and Pittsburgh Railroad (a).....	322,776 76	25,822 14	322,776 76	(h)	(h)	(h)	(h)
39	Massillon and Cleveland Railroad.....	1,725,000 00	39,372 73	1,725,000 00	4	9½	56, 60	30
40	Newark, Somerset and Straitsville Railroad.....	35,305,843 61	89,844 38	1,754,660 74	4	9	60	18
41	Ohio and Mississippi Railway.....	570,892 37	8,864 79	570,892 37	3	.....	35	54
42	Painesville and Youngstown Railroad (a).....	19,143,472 51	95,341 15	15,000,481 12	4	9½	60, 64	440
43	Pittsburgh, Cincinnati and St. Louis Railway.....	27,167,529 62	58,013 09	14,578,698 51	4	9½	60	463
44	Pittsburgh, Ft. Wayne and Chicago Railway.....	125,968 30	22,779 08	125,968 30	4	8	30	(g)
45	Rocky River Railroad.....	3,241,660 74	27,885 25	3,241,660 74	4	9½	60, 64	149
46	Sandusky, Mansfield and Newark Railroad.....	1,925,000 00	44,767 44	313,372 08	(g)	.....	(g)	(g)
47	Toledo, Canada Southern and Detroit Railway (a).....	1,555,076 60	37,025 63	1,555,076 60	4	9½	52	59
48	Toledo, Tiffin and Eastern Railroad (a).....	33,700,000 00	55,905 77	4,290,855 86	4	8½	57, 60	48
49	Toledo, Wabash and Western Railway.....	148,760 20	.....	148,760 20	.....	.....	.....	.....
50	Valley Railway (a).....	.....	.....	.....	.....	.....	.....	.....
	Totals.....	\$462,094,996 87	.....	\$258,400,155 25	.....	.....	.....	4,368

(a) In process of construction. (b) Included in report of Marietta and Cincinnati Railroad Company, lessee. (c) Four rails. (d) Included in report of Atlantic and Great Western Railroad Company, lessee. (e) Included in report of Pittsburgh, Cincinnati and St. Louis Railway Company, lessee. (f) Included in report of lessee, Cincinnati, Sandusky and Cleveland Railroad Company. (g) Not reported. (h) Included in report of Cleveland, Mt. Vernon and Delaware Railroad Company, lessee.

VI.—LENGTH OF LINE, ETC., IN OHIO LAID WITH RAIL.

Number.	COMPANY.	Main line.		Branches.		Total main line and branches.		Double main track.		Sidings, etc.		Constructed double gauge.		Total length of rail.	
		Miles.		Miles.		Miles.		Miles.		Miles.		Miles.		Miles.	
1	Ashtabula, Youngstown and Pittsburgh Railroad.....	(a)	63.500	.....	.....	63.500	.....	.....	.....	5.600	.....	.....	.....	69.100	.....
2	Atlantic and Great Western Railroad.....	246	(b)	.....	62	308	.....	.....	.....	64	.....	62	.....	555	.....
3	Atlantic and Lake Erie Railroad.....	(b)	(b)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Baltimore, Pittsburgh and Chicago Railway (Ohio Division).....	(b)	(b)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Baltimore Short Line Railroad.....	12	(b)	.....	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Carrollton and Oneida Railroad.....	137	(c)	.....	.....	137	.....	.....	.....	.....	.....	.....	.....	12.113	.....
7	Central Ohio Railroad.....	4	(b)	.....	.....	4	.....	.....	.....	31.170	.....	.....	.....	108.170	.....
8	Chicago and Canada Southern Railway.....	6	(d)	.....	.....	6	.....	4	.....	.....	.....	.....	.....	4	.....
9	Cincinnati and Baltimore Railway.....	59.927	(d)	.....	.....	59.927	.....	.....	.....	.....	.....	.....	.....	12	.....
10	Cincinnati, Hamilton and Dayton Railroad.....	19	(f)	.....	.....	19	.....	9.216	.....	24.483	.....	(c) 24.323	.....	117.949	.....
11	Cincinnati, Hamilton and Indianapolis Railroad.....	20.500	(g)	.....	.....	20.500	.....	1.250	.....	.....	.....	.....	.....	19.634	.....
12	Cincinnati and Indiana Railroad.....	148.440	(h)	.....	.....	148.440	.....	.....	.....	9	.....	.....	.....	30.750	.....
13	Cincinnati and Muskingum Valley Railroad.....	36	(h)	.....	.....	36	.....	.....	.....	13.520	.....	.....	.....	161.960	.....
14	Cincinnati, Richmond and Chicago Railroad.....	155	(f)	.....	.....	155	.....	.....	.....	2.700	.....	.....	.....	38.700	.....
15	Cincinnati, Sandusky and Cleveland Railroad.....	43.500	(i)	.....	.....	43.500	.....	.....	.....	25.750	.....	.....	.....	196.250	.....
16	Cincinnati and Springfield Railway.....	307	(i)	.....	.....	307	.....	18	.....	11.250	.....	.....	.....	59.750	.....
17	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	79.500	(j)	.....	.....	79.500	.....	.....	.....	.....	.....	.....	.....	397	.....
18	Cleveland and Mahoning Valley Railway.....	145	(j)	.....	.....	145	.....	.....	.....	.....	.....	.....	.....	121	.....
19	Cleveland, Mt. Vernon and Delaware Railroad.....	3.333	(k)	.....	.....	3.333	.....	.....	.....	.....	.....	.....	.....	147.500	.....
20	Cleveland and Newburgh Railroad.....	152	(a)	.....	.....	152	.....	.....	.....	.....	.....	.....	.....	3.333	.....
21	Cleveland and Pittsburgh Railroad.....	136.900	(h)	.....	.....	136.900	.....	3	.....	68	.....	.....	.....	255.750	.....
22	Columbus, Chicago and Indiana Central Railway.....	76	(h)	.....	.....	76	.....	.....	.....	19	.....	.....	.....	155.900	.....
23	Columbus and Hooking Valley Railroad.....	45	(k)	.....	.....	45	.....	.....	.....	.....	.....	.....	.....	107	.....
24	Columbus, Springfield and Cincinnati Railroad.....	55	(k)	.....	.....	55	.....	.....	.....	.....	.....	.....	.....	45	.....
25	Columbus and Xenia Railroad.....	140.714	(f)	.....	.....	140.714	.....	.....	.....	.....	.....	.....	.....	55	.....
26	Dayton and Michigan Railroad.....	31.780	(f)	.....	.....	31.780	.....	.....	.....	.....	.....	.....	.....	160.920	.....
27	Dayton and Union Railroad.....	.....	(a)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33.597	.....
28	Gallipolis, McArthur and Columbus Railroad.....	7.003	(l)	.....	.....	7.003	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	Harrison Branch Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	Iron Railroad.....	13	(l)	.....	1	14	.....	.....	.....	.....	.....	.....	.....	7.494	.....
										1				15	

31	Lake Erie and Louisville Railway.....	(b)	79,250	.....	79,250	.....	4	.....	83,250
32	Lake Shore and Michigan Southern Railway.....		269	109,590	378,590	106	148,070	.....	632,660
33	Lake Shore and Tuscarawas Valley Railway.....		100,370	.....	100,370	.....	12	.....	112,370
34	Little Miami Railroad.....	(b)	84	54	138	26	19	.....	183
35	Mahoning Coal Railroad.....	(m)	38	.....	38	.....	.....	.....	38
36	Mansfield, Coldwater and Lake Michigan Railroad.....	(a)(b)	37	.....	37	.....	.....	.....	37
37	Marietta and Cincinnati Railroad.....		190,800	86	276,800	.....	46,900	.....	323,700
38	Marietta and Pittsburgh Railroad.....	(b)	80	3,500	83,500	.....	2	.....	85,500
39	Massillon and Cleveland Railroad.....	(a)	12,500	.....	12,500	.....	4	.....	16,500
40	Newark, Somerset and Straitsville Railroad.....	(c)	44	.....	44	.....	3,750	.....	47,750
41	Ohio and Mississippi Railway.....		19,530	.....	19,530	.....	7,300	.....	26,830
42	Painesville and Youngstown Railroad.....	(b)	11	.....	11	.....	666	.....	11,666
43	Pittsburgh, Cincinnati and St. Louis Railway.....		117,500	7,500	125	.....	51,700	.....	176,700
44	Pittsburgh, Fort Wayne and Chicago Railway.....		251,300	8	259,300	.....	68,500	.....	327,800
45	Rocky River Railroad.....		5,530	.....	5,530	.....	360	.....	5,890
46	Sandusky, Mansfield and Newark Railroad.....	(c)	116,250	.....	116,250	.....	13,920	.....	130,170
47	Toledo, Canada Southern and Detroit Railway.....	(b)	7	.....	7	.....	.....	.....	7
48	Toledo, Tiffin and Eastern Railroad.....	(a)	42	.....	42	.....	.....	.....	42
49	Toledo, Wabash and Western Railway.....	(b)	75,500	.....	75,500	.....	15	.....	90,500
50	Valley Railway.....		(b)	.....	.....	.....	.....	.....	.....
	Totals.....		3,728,627	434,340	4,162,967	167,466	790,400	86,223	5,207,156

(a) Operated by Pennsylvania Company.

(b) In process of construction.

(c) Operated by Baltimore and Ohio Railroad Company.

(d) Operated by Marietta and Cincinnati Railroad Company.

(e) 60 miles additional included in line of Atlantic and Gr. West. R.R.

(f) Operated by Cincinnati, Hamilton and Dayton Railroad Co.

(g) Operated by Ind., Cincinnati and Lafayette Railroad Company.

(h) Operated by Pittsburgh, Cin. and St. Louis Railway Company.

(i) Operated by Cleveland, Coluacbus, Cin'ti and Ind. Railway Co.

(j) Operated by Atlantic and Great Western Railroad Company.

(k) Operated by Cincinnati, Sandusky and Cleveland Railroad Co.

(l) Operated by Whitewater Valley Railroad Company.

(m) Operated by Lake Shore and Michigan Southern Railway Co.

(n) Operated by Cleveland, Mt. Vernon and Delaware Railroad Co.

VII.—REAL ESTATE, ENGINE-HOUSES, STATIONS, ETC.

Number.	COMPANY.	Value of real estate exclusive of roadway.	ENGINE-HOUSES.		SHOPS FOR CONSTRUCTION, ETC.		NUMBER OF STATIONS.	
			Number.	Value.	Number.	Value.	Passenger and freight.	Fuel and water.
1	Ashtabula, Youngstown and Pittsburgh Railroad	\$130,000 00	3	\$15,000 00			14	5
2	Atlantic and Great Western Railroad	65,000 00	15		4		101	78
3	Atlantic and Lake Erie Railway. (a)							
4	Baltimore, Pittsburgh and Chicago Railway, Ohio Div. (a)							
5	Baltimore Short Line Railway (a)							
6	Carrollton and Oneida Railroad		1	300 00			2	2
7	Central Ohio Railroad		4		8		37	17
8	Chicago and Canada Southern Railway (a)							
9	Cincinnati and Baltimore Railway	48,207 82						
10	Cincinnati, Hamilton and Dayton Railroad	630,000 00	2	30,000 00			25	9
11	Cincinnati, Hamilton and Indianapolis Railroad	75,000 00	1	1,000 00			8	2
12	Cincinnati and Indiana Railroad	2,605,361 19	1	8,000 00	2	\$22,000 00	12	2
13	Cincinnati and Muskingum Valley Railway		6		3		31	26
14	Cincinnati, Richmond and Chicago Railroad	500 00					10	
15	Cincinnati, Sandusky and Cleveland Railroad		5	5,000 00	4	22,500 00	72	29
16	Cincinnati and Springfield Railway		2	8,000 00			31	8
17	Cleveland, Columbus, Cincinnati and Indianapolis Railway	100,000 00	6	41,500 00	6	75,000 00	76	26
18	Cleveland and Mahoning Valley Railway	20,776 18					(b)	(b)
19	Cleveland, Mt. Vernon and Delaware Railroad	75,601 63	2	40,000 00			14	8
20	Cleveland and Newburgh Railroad	300 00			1	60,000 00	3	2
21	Cleveland and Pittsburgh Railroad		9	(c)	2	1,000 00	60	26
22	Columbus, Chicago and Indiana Central Railway					(c)	(c)	(c)
23	Columbus and Hocking Valley Railroad	126,991 36	6	26,566 83	2	8,357 17	23	15
24	Columbus, Springfield and Cincinnati Railroad						(d)	(d)
25	Columbus and Xenia Railroad			(c)		(c)	(c)	(c)
26	Dayton and Michigan Railroad	290,000 00	3	6,100 00		15,000 00	19	17
27	Dayton and Union Railroad						15	4
28	Gallipolis, McArthur and Columbus Railroad (a)							
29	Harrison Branch Railroad						(c) 3	

30	Iron Railroad	18,830 25	1	8,298 33	1	7,000 00	8	2
31	Lake Erie and Louisville Railway (a)	.....	3	7,000 00	1	.....	15	4
32	Lake Shore and Michigan Southern Railway	2,500,000 00	8	91,000 00	4	62,000 00	90	42
33	Lake Shore and Tuscarawas Valley Railway	.....	.....	.....	.....	.....	13	.....
34	Little Miami Railroad	954,923 48	.....	(c)	.....	(c)	(c)	(c)
35	Mahoning Coal Railroad	.....	.....	.....	.....	.....	.....	.....
36	Mansfield, Coldwater and Lake Michigan Railroad (a)	.....	.....	.....	.....	.....	4	2
37	Marietta and Cincinnati Railroad	.....	8	12,500 00	15	26,000 00	28	27
38	Marietta and Pittsburgh Railroad (a)	203,850 78	4	1,000 00	1	.....	21	6
39	Massillon and Cleveland Railroad	.....	.....	.....	.....	.....	(f)	.....
40	Newark, Somerset and Straitsville Railroad	.....	2	.....	2	.....	11	6
41	Ohio and Mississippi Railway	20,754 00	1	500 00	1	500 00	3	3
42	Painesville and Youngstown Railroad (a)	.....	2	500 00	1	100 00	4	1
43	Pittsburgh, Cincinnati and St. Louis Railway	10,157 90	10	35,000 00	9	25,500 00	96	51
44	Pittsburgh, Fort Wayne and Chicago Railway	.....	17	.....	13	.....	134	51
45	Rocky River Railroad	.....	.....	.....	.....	.....	.....	.....
46	Sandusky, Mansfield and Newark Railroad	85,300 00	2	.....	4	.....	24	14
47	Toledo, Canada Southern and Detroit Railway (a)	100,000 00	.....	.....	.....	.....	.....	.....
48	Toledo, Tiffin and Eastern Railroad (a)	.....	.....	.....	.....	.....	7	3
49	Toledo, Wabash and Western Railway	.....	1	.....	2	.....	11	7
50	Valley Railway (a)	.....	.....	.....	.....	.....	.....	.....
Totals		\$8,051,614 65	125	\$340,265 16	85	\$324,957 17	1,028	495

(a) In process of construction. (b) Reported by lessee, Atlantic and Great Western Railroad Company. (c) Reported by lessee, Pittsburgh, Cincinnati and St. Louis Railway Company. (d) Reported by lessee, Cincinnati, Sandusky and Cleveland Railroad Company. (e) From report for 1872. No report from Whitewater Valley Railroad Company lessee. (f) Reported by lessee, Cleveland, Mt. Vernon and Delaware Railroad Company.

VIII.—RAILWAY BRIDGES IN OHIO.

Number.	COMPANY.	WOOD.		IRON.		STONE.		TOTAL.		BUILT WITHIN THE YEAR.			Greatest Age, Years.
		Number.	Length, Feet.	Number.	Length, Feet.	Number.	Length, Feet.	Number.	Length, Feet.	Number.	Material.	Length, Feet.	
1	Ashtabula, Youngstown and Pittsburgh Railroad.....	6	501	.....	.....	.....	.....	6	501	6	Wood	501	.....
2	Atlantic and Great Western Railroad.....	58	6,341	5	676	3	80	66	7,097	10	Wood, 6; iron, 1; stone, 3	895	5 18
3	Atlantic and Lake Erie Railway (a).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Baltimore, Pittsburgh and Chicago Railway, Ohio Div. (a).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Baltimore Short Line Railway (a).....	5	302	.....	.....	.....	.....	5	302	.....	.....	.....	.....
6	Carrollton and Oneida Railroad.....	62	4,807	4	768	.....	.....	66	5,575	1	Iron	110	20 20
7	Central Ohio Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Chicago and Canada Southern Railway (a).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Cincinnati and Baltimore Railway.....	15	3,465	.....	.....	.....	.....	15	3,465	.....	.....	.....	15
10	Cincinnati, Hamilton and Dayton Railroad.....	3	989	.....	.....	.....	.....	3	989	.....	.....	.....	16
11	Cincinnati and Indiana Railroad.....	3	1,041	.....	.....	1	120	4	1,161	.....	.....	.....	.....
12	Cincinnati and Muskingum Valley Railroad.....	37	6,241	1	102	.....	.....	38	6,343	9	Wood	898	13 2
13	Cincinnati, Richmond and Chicago Railroad.....	22	2,476	.....	.....	.....	.....	22	2,476	6	Wood, rebuilt.	404	14
14	Cincinnati, Sandusky and Cleveland Railroad.....	12	2,134	.....	.....	.....	.....	12	2,134	.....	.....	.....	.....
15	Cincinnati and Springfield Railway.....	30	3,204	.....	.....	.....	.....	30	3,204	2	Wood	457	18
16	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	22	2,295	2	116	9	824	33	3,235	.....	Wood, 1; stone, 1	212	14 23
17	Cleveland and Mahoning Valley Railway (b).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Cleveland, Mt. Vernon and Delaware Railroad.....	31	2,706	1	313	1	140	33	3,159	8	Wood, 7; iron, 1	1,072	13 1
19	Cleveland and Newburgh Railroad.....	1	400	.....	.....	.....	.....	1	400	.....	.....	.....	5
20	Cleveland and Pittsburgh Railroad.....	63	5,042	2	278	36	2,517	101	7,837	10	Wood, 9; stone, 1	731	10 6
21	Columbus, Chicago and Indiana Central Railway (c).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	Columbus and Hooking Valley Railroad.....	19	2,701	(d) 4	401	.....	.....	23	3,102	3	Combination	243	6 1
23	Columbus, Springfield and Cincinnati Railroad (e).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	Columbus and Xenia Railroad (c).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	Dayton and Michigan Railroad.....	18	2,376	.....	.....	.....	.....	18	2,376	.....	.....	.....	13
26	Dayton and Union Railroad.....	1	142	.....	.....	.....	.....	1	142	.....	.....	.....	10
27	Gallopis, McArthur and Columbus Railroad (a).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	Harrison Branch Railroad (f).....	1	231	.....	.....	.....	.....	1	230	.....	.....	.....	2

	16	507	1	94	17	601	5	Wood	3	15
30 Iron Railroad.....	16	507	1	94	17	601	5	Wood	3	15
31 Lake Erie and Louisville Railway (a).....	5	540			5	540				
32 Lake Shore and Michigan Southern Railway.....	21	2,959	16	1,621	19	2,055	56	6,635	493	21
33 Lake Shore and Tuscarawas Valley Railway.....	9	1,200				1,200	4	Wood, 1; stone, 3.	1,000	9
34 Little Miami Railroad (c).....										
35 Mahoning Coal Railroad.....	2	358								
36 Mansfield, Coldwater and Lake Michigan Railroad (a).....	49	7,729	8	1,024	22	440	79	2	358	3
37 Marietta and Cincinnati Railroad.....	18	1,562						9	202	18
38 Marietta and Pittsburgh Railroad (a).....								Wood	792	3
39 Massillon and Cleveland Railroad (g).....										
40 Newark, Somerset and Straitsville Railroad.....	14	2,040							32	2
41 Ohio and Mississippi Railway.....	2	520	1	630	3	1,150		1		6
42 Painesville and Youngstown Railroad (a).....										
43 Pittsburgh, Cincinnati and St. Louis Railway.....	149	13,317	3	283	18	1,886	170	15,486	1,351	20
44 Pittsburgh, Ft. Wayne and Chicago Railway.....	50	4,254	21	1,332	1	16	72	5,632	40	12
45 Rocky River Railroad.....								2	1	11
46 Sandusky, Mansfield and Newark Railroad.....	20	2,299	1	86	21	2,385				2
47 Toledo, Canada Southern and Detroit Railway (a).....										
48 Toledo, Tiffin and Eastern Railroad (a).....	4	1,649			4	1,649	4	Wood	1,649	
49 Toledo, Wabash and Western Railway.....	2	231	(h)?	877	5	1,108			5	2
50 Valley Railway (a).....										
Totals.....	770	86,588	73	8,601	113	8,563	956	108	11,980	

(a) In process of construction. (b) Included in report of lessee, Atlantic and Great Western Railroad Company. (c) Included in report of lessee, Pittsburgh, Cincinnati and St. Louis Railway Company. (d) Combination—wood and iron. (e) Included in report of lessee, Cincinnati, Sandusky and Cleveland Railroad Company. (f) From 1872 report. (g) Included in report of lessee, Cleveland, Mt. Vernon and Delaware Railroad Company. (h) Two Combination—iron and wood.

X.—EMPLOYEES—DAMAGES PAID, ETC.

Number.	COMPANY.	NUMBER OF EMPLOYEES.		PAID FOR INJURIES IN OHIO.			PAID losses, goods and baggage.		ANIMALS KILLED IN OHIO.				
		Entire line.	In Ohio.	To passengers.	To employees.	To others.			Horses.	Cattle.	Sheep.	Hogs.	Amount paid.
1	Ashtabula, Youngstown and Pittsburgh R. R.	4,878	3,454	.....	\$1,523 80	\$68 45	.....	.....	36	2	153	150	22
2	Atlantic and Great Western Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$1,711 70
3	Atlantic and Lake Erie Railway (a)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Balt., Pittsburgh and Chicago R'y, O. Div. (a)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Baltimore Short Line Railway (a)	3	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Carrollton and Oneida Railroad	1,609	1,609	.....	995 64	.....	.....	.....	16	1	42	44	15
7	Central Ohio Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	577 75
8	Chicago and Canada Southern Railway (a)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Cincinnati and Baltimore Railway (b)	946	946	\$2,578 45	305 50	20 00	.....	.....	3	1	.....	.....	240 00
10	Cincinnati, Hamilton and Dayton Railroad	370	73	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Cincinnati, Hamilton and Indianapolis Railroad	400	400	.....	.....	(d) 8,415 51	.....	.....	3	11	3	4	1,317 75
12	Cincinnati and Indiana Railroad	453	453	.....	2,279 50	.....	.....	.....	4	16	.....	9	75 00
13	Cincinnati and Muskingum Valley Railway	70	60	.....	43 00	.....	.....	.....	2	.....	.....	.....	334 00
14	Cincinnati, Richmond and Chicago Railroad	640	640	.....	4,288 98	.....	.....	.....	14	36	17	14	2,389 15
15	Cincinnati, Sandusky and Cleveland Railroad	637	637	.....	.....	(d) 2,205 10	.....	.....	6	57	7	11	1,280 25
16	Cincinnati and Springfield Railway	3,300	2,578	.....	.....	(d) 31,587 23	.....	.....	26	1	138	129	29
17	Cleveland, Columbus, Cin. and Indianap's R'y	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,533 55
18	Cleveland and Mahoning Valley Railway (b)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Cleveland, Mt. Vernon and Delaware Railroad	289	289	1,800 00	50 00	.....	.....	.....	.....	.....	.....	.....	489 79
20	Cleveland and Newburgh Railroad	11	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	Cleveland and Pittsburgh Railroad	1,878	1,731	250 00	2,478 65	185 87	.....	.....	8	3	143	59	19
22	Columbus, Chicago and Indiana Cent'l R'y (g)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,122 50
23	Columbus and Hocking Valley Railroad	625	625	.....	224 68	.....	.....	.....	6	29	.....	12	998 00
24	Columbus, Cincinnati and Springfield R. R. (h)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	Columbus and Xenia Railroad (g)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	Dayton and Michigan Railroad	650	650	930 00	657 55	.....	.....	.....	1	.....	26	.....	506 25
27	Dayton and Union Railroad	80	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	307 75
28	Gallipolis, McArthur and Columbus R. R. (a)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	Harrison Branch Railroad (i)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	Iron Railroad	50	50	3 50	.....	.....	.....	.....	.....	.....	.....	.....	30 50
31	Lake Erie and Louisville Railway (a)	145	145	.....	8 0	.....	.....	.....	1	.....	21	.....	303 10

26	Dayton and Michigan Railroad	23	4	15	2	654	32	2	2	25	25	(d)	25	(d)	23	12	10
27	Dayton and Union Railroad	6	3	5					1			25	25	15	12	12	10
28	Gallipolis, McArthur and Columbus Railroad (b)																
29	Harrison Branch Railroad (b)																
30	Iron Railroad	4	1	3		156	18							15	12	m	10
31	Lake Erie and Louisville Railway (b)	6	3	3		80	3					26	25	26	25	15	10
32	Lake Shore and Michigan Southern Railway	429	69	159	29	9025	4				29	40	30	30	22	15	10
33	Lake Shore and Tuscarawas Valley Railway	9				200											
34	Little Miami Railroad (i)																
35	Mahoning Coal Railroad (a)																
36	Mansfield, Coldwater and Lake Michigan Railroad (b)																
37	Marietta and Cincinnati Railroad	73	13	35	25	1314					25	35	29	30	20	15	12
38	Marietta and Pittsburgh Railroad (b)	6	2	4		84	1							24	16	15	10
39	Massillon and Cleveland Railroad (a)																
40	Newark Somerset and Straitsville Railroad	13	1	1		164	1							20	17	15	10
41	Ohio and Mississippi Railway	114	27	59	7	1324	155		7			40	30	35	25	15	12
42	Painesville and Youngstown Railroad (b)			1		21	25										
43	Pittsburgh, Cincinnati and St. Louis Railway	321	70	136	43	3832	124		43			40	30	30	24	15	10
44	Pittsburgh, Ft. Wayne and Chicago Railway	245	54	96	24	5135	58					p	40	25	30	20	15
45	Rocky River Railroad	2		6			3						20	12			
46	Sandusky, Mansfield and Newark Railroad	31	10	15		359							40	27	35	24	15
47	Toledo, Canada Southern and Detroit Railway (b)																
48	Toledo, Tiffin and Eastern Railroad (a)												25	20	20	18	15
49	Toledo, Wabash and Western Railway	157	43	57	9	2902	1536		7	5	9	6	1240	25	20	15	10
50	Valley Railway (b)																
Totals		2085	455	901	177	43,521	3672	80	25	52	154	5201	50				

(a) Operated by Pennsylvania Company.

(b) In process of construction.

(c) Operated by Marietta and Cincinnati Railroad Company.

(d) Not limited.

(e) Operated by Indianapolis, Cincinnati and Lafayette Railroad Co.

(f) Includes 31 mail and smoking cars.

(g) Operated by Atlantic and Great Western Railroad Company.

(h) Includes three dummy engines.

(i) Operated by Pittsburgh, Cincinnati and St. Louis Railway Co.
 (j) Operated by Cincinnati, Sandusky and Cleveland Railroad Co.
 (k) Operated by Whitewater Valley Railroad Company. No report.
 (l) Freight trains.

(m) Coal trains.

(n) Operated by Lake Shore and Michigan Southern Railway Co.

(o) Operated by Cleveland, Mt. Vernon and Delaware Railroad Co.

(p) Not limited on Eastern Division.

XII.—RAIL LAID IN OHIO WITHIN THE YEAR, ETC.

Number.	COMPANY.	New iron.		Re-rolled iron.		Spliced and mended iron.		Steel and steel-capped.		Total.		Steel and capped rail in use—entire lines.	
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1	Ashtabula, Youngstown and Pittsburgh Railroad.....	63.60								63.60			
2	Atlantic and Great Western Railroad.....	15	43.80			16		26.30		101.70		121	
3	Atlantic and Lake Erie Railroad.....												
4	Baltimore, Pittsburgh and Chicago Railway—Ohio Division.....												
5	Baltimore Short Line Railway.....												
6	Carrollton and Oneida Railroad.....	26.24	17.30			8.70		.97		52.51		.54	
7	Central Ohio Railroad.....	4							4				
8	Chicago and Canada Southern Railway.....												
9	Cincinnati and Baltimore Railway.....		7.25			6.50		7.50		21.25		22.50	
10	Cincinnati, Hamilton and Dayton Railroad.....		5.75							5.75			
11	Cincinnati, Hamilton and Indianapolis Railroad.....		2.19					.81		6.12		3	
12	Cincinnati and Indiana Railroad.....	3.12	12.60			3.47				17.07			
13	Cincinnati and Muskingum Valley Railway.....	1	2.50							2.50			
14	Cincinnati, Richmond and Chicago Railroad.....		2.82							14.42			
15	Cincinnati, Sandusky and Cleveland Railroad.....	3.40	15			8.20				15		48.50	
16	Cincinnati and Springfield Railway.....							49.75		124.50		150	
17	Cleveland, Columbus, Cincinnati and Indianapolis Railroad.....		44.75			30				44.50			
18	Cleveland and Mahoning Valley Railway.....												
19	Cleveland, Mt. Vernon and Delaware Railroad.....	44.50											
20	Cleveland, and Newburgh Railroad.....												
21	Cleveland and Pittsburgh Railroad.....	13	95							108			
22	Columbus, Chicago and Indiana Central Railway.....							23		23		25	
23	Columbus and Hooking Valley Railroad.....												
24	Columbus, Cincinnati and Springfield Railroad.....												
25	Columbus and Xenia Railroad.....												
26	Dayton and Michigan Railroad.....	13.70	4			7				24.70			

27	Dayton and Union Railroad.....	1.75	1.75				
28	Gallipolis, McArthur and Columbus Railroad.....						
29	Harrison Branch Railroad.....						
30	Iron Railroad.....	1	1				
31	Lake Erie and Louisville Railway.....	42.25	42.25				
32	Lake Shore and Michigan Southern Railway.....	16.43		89.80			300
33	Lake Shore and Tuscarawas Valley Railway.....	75.37	75.37				
34	Little Miami Railroad.....						
35	Mahoning Coal Railroad.....	38	38				
36	Mansfield, Cokitwater and Lake Michigan Railroad.....	37	37				
37	Marietta and Cincinnati Railroad.....	56.33		1.09			57.42
38	Marietta and Pittsburgh Railroad.....	30.50	30.50				
39	Massillon and Cleveland Railroad.....						
40	Newark, Somerset and Straitsville Railroad.....	1.52	1.52				
41	Ohio and Mississippi Railway.....	3	3				7.30
42	Painesville and Youngstown Railroad.....	.19	.19				
43	Pittsburgh, Cincinnati and St. Louis Railway.....			3.07			3
44	Pittsburgh, Fort Wayne and Chicago Railway.....	66			35		35
45	Rocky River Railroad.....	125.95					
46	Sandusky, Mansfield and Newark Railroad.....	22.14		22.61			
47	Toledo, Canada Southern and Detroit Railway.....	7	7				44.83
48	Toledo, Tiffin and Eastern Railroad.....	42					42
49	Toledo, Wabash and Western Railway.....			7	5		12
50	Valley Railway.....						40
	Totals.....	552.60	211.95	238.03		1,561.55	755.84

XIII.—HIGHEST RATE CHARGED PER MILE FOR TRANSPORTATION, FOR THIRTY MILES OR OVER, IN CENTS.

Number.	COMPANY.	PASSENGERS.		FREIGHT—PER TON.										Average per mile received for each—		
		1st Class.		2d Class.		3d Class.		4th Class.		5th Class.						
		Way.	Through.	Way.	Through.	Way.	Through.	Way.	Through.	Way.	Through.	Way.	Through.			
1	Ashtabula, Youngstown and Pittsburgh R. R.	3.50	3.00	2.60	5.14	4.50	4.33	3.50	3.70	2.70	2.90	2.33	1.70	1.30	2.66	1.52
2	Atlantic and Great Western Railroad	(a)														
3	Atlantic and Lake Erie Railway	(a)														
4	Baltimore, Pitts. and Chicago R'y, Ohio Div.	(a)														
5	Baltimore Short Line Railway	(b)														
6	Carrollton and Oneida Railroad	3.50	3.33	2.00	7.00	6.00	5.67	5.00	5.00	4.50	4.25	3.50			3.07	1.52
7	Central Ohio Railroad															
8	Chicago and Canada Southern Railway (a)															
9	Cincinnati and Baltimore Railway															
10	Cincinnati, Hamilton and Dayton Railroad	3.00	2.83		5.00	5.00	5.00	5.00	4.25	4.17	3.33	3.33			2.32	2.78
11	Cincinnati, Hamilton and Indianapolis Railroad	3.50			5.00	5.00	5.00	5.00	4.25	4.16	3.33	3.33			3.52	1.65
12	Cincinnati and Indiana Railroad (b)															
13	Cincinnati and Muskingum Valley Railway	3.50	3.50		8.00	7.00	6.50	5.50	5.00	4.40					3.56	2.80
14	Cincinnati, Richmond and Chicago Railroad	3.50	3.50		5.00	5.00	5.00	5.00	4.25	4.17	3.33	3.33			3.35	2.30
15	Cincinnati, Sandusky and Cleveland Railroad	4.00	3.50		11.00	6.00	10.00	5.00	7.50	3.75	5.00	2.50		1.75	(c)	
16	Cincinnati and Springfield Railway	3.50	3.50		5.50		3.70		3.70		3.25		3.00		2.85	1.95
17	Cleveland, Columbus, Cin. and Indianapolis R'y	3.50	3.50	2.33	5.50	3.70	3.70		3.70		3.25		3.00		2.95	1.33
18	Cleveland and Mahoning Valley Railway (c)															
19	Cleveland, Mt. Vernon and Delaware Railroad	3.55	3.50		8.00	5.60	7.75	5.00	6.67	4.60	6.00	4.20	4.33	2.70	3.40	3.26
20	Cleveland and Newburgh Railroad (b)															
21	Cleveland and Pittsburgh Railroad	3.50	3.50		6.00	5.00	6.00	4.00	5.50	3.75	4.75	3.50	4.00	2.50	3.27	1.82
22	Columbus, Chicago and Indiana Central R'y (d)															
23	Columbus and Hocking Valley Railroad	3.00			9.25		8.00		6.75				2.50		3.09	1.69
24	Columbus, Springfield and Cincinnati R. (c)															
25	Columbus and Xenia Railroad (d)															
26	Dayton and Michigan Railroad	3.50	3.45		5.00	5.00	5.00	5.00	4.25	4.17	3.33	3.33			3.34	2.01

27	Dayton and Union Railroad	3.75	3.70	13.12	9.60	11.37	8.00	10.02	6.40	6.25	4.80	4.73	3.60	3.03	(e)
28	Gallipolis, McArthur and Columbus R. R. (a)	---	---	---	---	---	---	---	---	---	---	---	---	---	---
29	Harrison Branch Railroad (b)	---	---	---	---	---	---	---	---	---	---	---	---	---	---
30	Iron Railroad (b)	---	---	---	---	---	---	---	---	---	---	---	---	---	---
31	Lake Erie and Lonsville R. R. way	3.00	---	10.85	7.35	8.57	5.88	6.85	4.89	5.15	3.82	---	---	3.65	4.28
32	Lake Shore and Michigan Southern Railroad	3.50	3.20	6.50	5.00	5.00	3.75	4.00	2.75	3.2	2.00	2.80	1.75	2.50	1.40
33	Lake Shore and Tuscarawas Valley Railroad	3.50	3.50	5.80	---	4.00	---	3.80	---	3.00	---	2.50	---	3.48	(e)
34	Little Miami Railroad (d)	---	---	---	---	---	---	---	---	---	---	---	---	---	---
35	Mahoning Coal Railroad (f)	---	---	---	---	---	---	---	---	---	---	---	---	---	---
36	Mansfield, Coldwater and Lake Michigan R. R	3.00	---	7.00	---	6.00	---	5.00	---	5.00	---	3.50	---	4.00	2.75
37	Marietta and Cincinnati Railroad	3.50	3.40	7.00	3.90	6.00	3.40	5.50	2.90	5.00	2.40	3.33	1.40	(e)	(e)
38	Marietta and Pittsburgh Railroad	3.00	---	15.40	12.80	13.30	11.40	12.60	10.90	11.20	9.50	5.30	5.20	(e)	(e)
39	Massillon and Cleveland Railroad (g)	---	---	---	---	---	---	---	---	---	---	---	---	---	---
40	Newark, Somerset and Straitsville Railroad	3.50	---	9.00	---	7.00	---	6.00	---	5.50	---	---	---	3.45	1.85
41	Ohio and Mississippi Railway	4.00	---	8.50	---	5.92	---	5.92	---	4.84	---	3.10	---	2.73	1.80
42	Painesville and Youngstown Railroad (a)	---	---	---	---	---	---	---	---	---	---	---	---	---	---
43	Pittsburgh, Cincinnati and St. Louis Railway	3.50	3.50	5.00	4.50	4.00	3.50	4.00	2.75	3.75	2.00	3.25	2.00	2.81	1.35
44	Pittsburgh, Fort Wayne and Chicago Railway	3.50	3.50	5.00	4.00	4.50	3.25	4.00	3.00	3.50	2.50	3.00	2.00	2.61	1.41
45	Rocky River Railroad (b)	---	---	---	---	---	---	---	---	---	---	---	---	---	---
46	Sandusky, Mansfield and Newark Railroad	3.40	2.00	7.00	6.40	6.00	5.50	5.00	4.70	4.30	4.00	---	---	3.35	1.62
47	Toledo, Canada Southern and Detroit R'y (a)	---	---	---	---	---	---	---	---	---	---	---	---	---	---
48	Toledo, Tiffin and Eastern Railroad	3.00	---	7.00	---	6.00	---	5.00	---	5.00	---	3.50	---	3.78	3.31
49	Toledo, Wabash and Western Railroad	3.50	3.50	11.00	9.00	8.50	7.00	7.00	6.00	6.00	5.00	---	---	3.34	1.49
50	Valley Railway (a)	---	---	---	---	---	---	---	---	---	---	---	---	---	---

(a) In process of construction.

(b) Length less than 30 miles.

(c) Operated by Atlantic and Great Western Railroad Company.

(d) Operated by Pittsburgh, Cincinnati and St. Louis Railroad Company.

(e) Operated by Cincinnati, Sandusky and Cleveland Railroad Company.

(f) Operated by Lake Shore and Michigan Southern Railway Company.

(g) Operated by Cleveland, Mt. Vernon and Delaware Railroad Company.

XIV.—MILEAGE OF LOCOMOTIVES—ENTIRE LINES.

Number.	COMPANY.	Hauling passenger trains.	Hauling freight trains.	Hauling mixed trains.	Hauling construction and other trains.	Total.
1	Ashtabula, Youngstown and Pittsburgh Railroad	\$1,014,657	\$3,964,972		\$131,793	\$5,111,452
2	Atlantic and Great Western Railroad					
3	Atlantic and Lake Erie Railway (a)					
4	Baltimore, Pittsburgh and Chicago Railway—Ohio Division (a)					
5	Baltimore Short Line Railway (a)					
6	Carrollton and Oneida Railroad	7,992				7,992
7	Central Ohio Railroad	367,203	626,701		300,000	1,293,904
8	Chicago and Canada Southern Railway (a)					
9	Cincinnati and Baltimore Railway (b)					
10	Cincinnati, Hamilton and Dayton Railroad	328,827	291,322		16,975	637,124
11	Cincinnati, Hamilton and Indianapolis Railroad (c)	104,349	142,491		27,260	274,100
12	Cincinnati and Indiana Railroad (d)	498,584	802,792		48,952	1,350,358
13	Cincinnati and Muskingum Valley Railway	129,195	159,095		14,760	303,050
14	Cincinnati, Richmond and Chicago Railroad	62,529	60,524		8,817	131,870
15	Cincinnati, Sandusky and Cleveland Railroad	304,329	410,198		(e) 70,255	784,812
16	Cincinnati and Springfield Railway	193,200	248,200		31,000	472,400
17	Cleveland, Columbus, Cincinnati and Indianapolis Railway	728,886	2,060,120	\$768,140	232,561	3,729,707
18	Cleveland and Mahoning Valley Railway (f)	55,912	105,778			227,590
19	Cleveland, Mt Vernon and Delaware Railroad	36,500		62,400	3,500	36,500
20	Cleveland and Newburgh Railroad (g)					
21	Cleveland and Pittsburgh Railroad	374,886	(e) 1,353,024		787,118	2,515,028
22	Columbus, Chicago and Indiana Central Railway (h)					
23	Columbus and Hocking Valley Railroad					
24	Columbus, Springfield and Cincinnati Railroad (i)					
25	Columbus and Xenia Railroad (h)					
26	Dayton and Michigan Railroad	281,737	349,516		55,633	686,886
27	Dayton and Union Railroad	32,270	13,100	29,328	36,000	110,698
28	Gallipolis, McArthur and Columbus Railroad (a)					
29	Harrison Branch Railroad (j)					
30	Iron Railroad					
31	Lake Erie and Louisville Railway (a)	37,030		17,760	1,020	31,500
32	Lake Shore and Michigan Southern Railway	2,865,870	7,654,900	21,681	1,270,456	11,821,226

33	Lake Shore and Tuscarawas Valley Railway (k)						
34	Little Miami Railroad (h)						
35	Mahoning Coal Railroad						
36	Mansfield, Coldwater and Lake Michigan Railroad (a)	6,777	6,371			9,432	23,080
37	Marietta and Cincinnati Railroad	716,800	1,337,900	316,200		263,009	2,633,900
38	Marietta and Pittsburgh Railroad (a) (k)						
39	Massillon and Cleveland Railroad (l)						
40	Newark, Somerset and Straitsville Railroad	31,908	121,516			90,600	244,024
41	Ohio and Mississippi Railway	1,093,561	2,326,298			224,855	3,644,714
42	Painesville and Youngstown Railroad						
43	Pittsburgh, Cincinnati and St. Louis Railway	2,449,556	6,113,880			506,585	9,070,021
44	Pittsburgh, Ft. Wayne and Chicago Railway	1,896,744	5,586,896			385,026	7,870,666
45	Rocky River Railroad	32,295					32,295
46	Sandusky, Mansfield and Newark Railroad	143,080	547,454			205,100	896,334
47	Toledo, Canada Southern and Detroit Railway (a)						
48	Toledo, Tiffin and Eastern Railroad	4,446	4,343			5,333	14,122
49	Toledo, Wabash and Western Railway	832,339	3,047,996			(e) 1,036,848	4,917,363
50	Valley Railway (a)						
	Totals	14,729,002	37,803,373	1,181,789		5,772,636	59,582,790

(a) In process of construction.

(b) Operated by Marietta and Cincinnati Railroad Company.

(c) For 7 months.

(d) Includes entire line; Indianapolis, Cincinnati and Lafayette Railroad Company, lessee.

(e) Includes "mixed" trains.

(f) Operated by Atlantic and Great Western Railroad Company.

(g) Dummy engines.

(h) Operated by Pittsburgh, Cincinnati and St. Louis Railway Company.

(i) Operated by Cincinnati and Cleveland Railroad company.

(j) Operated by Whitewater Valley Railroad Company. No report.

(k) Not reported.

(l) Operated by Cleveland, Mt. Vernon and Delaware Railroad Company.

XV.—MILEAGE OF CARS—ENTIRE LINES.

Number.	COMPANY.	Passenger.	Express and baggage.	Freight.	Caboose	Construction and other cars.	Empty cars.	Total.
1	Ashtabula, Youngstown and Pittsburgh Railroad							
2	Atlantic and Great Western Railroad	3,471,902	1,138,627	41,421,160	2,152,123			51,183,812
3	Atlantic and Lake Erie Railway (a)							
4	Baltimore, Pittsburgh and Chicago R'y, Ohio Div., a)							
5	Baltimore Short Line Railway (a)							
6	Carrollton and Onetta Railroad	7,992	7,992	7,992				23,976
7	Central Ohio Railroad	984,548	364,973	6,216,943		165,323		7,731,787
8	Chicago and Canada Southern Railway (a)							
9	Cincinnati and Baltimore Railway (b)							
10	Cincinnati, Hamilton and Dayton Railroad	967,610	398,078	4,189,940		470,664	1,164,298	7,191,190
11	Cincinnati, Hamilton and Indianapolis Railroad	139,422	82,907	1,130,848		545,200		1,798,377
12	Cincinnati and Indiana Railroad (c)							
13	Cincinnati and Muskingum Valley Railway	287,153	110,337	1,818,620	79,898			2,296,008
14	Cincinnati, Richmond and Chicago Railroad	139,601	52,539	883,315		176,340		1,257,795
15	Cincinnati, Sandusky and Cleveland Railroad	661,056	335,536	3,297,284		843,420		5,137,293
16	Cincinnati and Springfield Railway	275,000	213,000	3,515,000	114,232	(j)	(j)	4,117,232
17	Cleveland, Columbus, Cincinnati and Indianapolis R'y	2,443,292	1,192,036	32,043,985	1,281,355	(j)	(j)	36,960,668
18	Cleveland and Mahoning Valley Railway (d)							
19	Cleveland, Mt. Vernon and Delaware Railroad	157,874	157,874	1,586,670	105,778	52,500		2,010,696
20	Cleveland and Newburgh Railroad	36,500						36,500
21	Cleveland and Pittsburgh Railroad (e)	1,894,809		7,16,939,073		911,632	4,600,798	24,370,312
22	Columbus, Chicago and Indiana Central Railway (g)							
23	Columbus and Hocking Valley Railroad	218,675	95,585	4,614,311	4,680	2,100	3,910,061	8,845,412
24	Columbus, Springfield and Cincinnati Railroad (h)							
25	Columbus and Xenia Railroad (g)							
26	Dayton and Michigan Railroad	556,179	286,301	5,399,935		1,001,391		7,243,809
27	Dayton and Union Railroad	98,154	61,088	369,223	7,300		203,072	738,837
28	Gallipolis, McArthur and Columbus Railroad (a)							
29	Harrison Branch Railroad (c)							
30	Iron Railroad	18,069	624	145,468		672	106,860	271,693
31	Lake Erie and Louisville Railway (a)	60,508	58,420	221,011	13,095	30,000		383,034
32	Lake Shore and Michigan Southern Railway (e)							
33	Lake Shore and Tuscarawas Valley Railway (c)							

[illegible]

(a) In process of construction.

(a) In process of construction. (b) Operated by Maryland and Delaware Railroad Company. (c) Included in the Great Western Railroad Company.

(c) Includes express and baggage cars.

(e) Not reported.
(f) Includes caboose cars.

(f) Includes caboose cars.

(a) In process of construction. (b) Operated by Marietta and Cincinnati Railroad Company. (c) Not reported. Atlantic and Great Western Railroad Company. (d) Includes express and baggage cars. (e) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (f) Includes caboose cars. (g) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (h) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (i) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (j) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (k) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (l) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (m) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (n) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (o) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (p) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (q) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (r) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (s) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (t) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (u) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (v) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (w) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (x) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (y) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (z) Operated by Cincinnati, Sandusky and Cleveland Railroad Company.

(j) "Not kept,"

(j) "Not kept,"

XVI.—PASSENGERS—ENTIRE LINES.

Number.	COMPANY.	Number car- ried of all classes.	Total mile- age, or num- ber of miles one mile.	Average miles trav- eled by each.	Average amount re- ceived for each.	Average am't per mile re- ceived for each.
				Miles.		Cents.
1	Ashtabula, Youngstown and Pittsburgh Railroad	957,940	38,778,238	40.48	\$1 07.55	02.66
2	Atlantic and Great Western Railroad					
3	Atlantic and Lake Erie Railway (a)					
4	Baltimore, Pittsburgh and Chicago Railway—Ohio Division (a)					
5	Baltimore Short Line Railway (a)	3,433	41,196	12	75	6.35
6	Carrollton and Oneida Railroad	229,790	8,382,665	33.50	1 18	3.07
7	Central Ohio Railroad					
8	Chicago and Canada Southern Railway (a)					
9	Cincinnati and Baltimore Railway (b)	731,228	13,668,554	18.70	43.26	2.32
10	Cincinnati, Hamilton and Dayton Railroad	55,334	1,736,423	31.40	1 11	3.52
11	Cincinnati, Hamilton and Indianapolis Railroad (c)	420,358	26,260,575	62	1 48	2.37
12	Cincinnati and Indiana Railroad (d)	164,354	3,628,936	22.08	78.60	3.36
13	Cincinnati and Muskingum Valley Railway	81,466	2,278,518	28	94.66	3.37
14	Cincinnati, Richmond and Chicago Railroad	254,436	10,177,474			
15	Cincinnati, Sandusky and Cleveland Railroad (c)	198,607	6,792,978	34.20	97.60	2.35
16	Cincinnati and Springfield Railway	521,444	28,004,633	53.70	1 58.50	2.95
17	Cleveland, Columbus, Cincinnati and Indianapolis Railway					
18	Cleveland and Mahoning Valley Railway (f)	159,854	2,623,526	16.41	55.80	3.40
19	Cleveland, Mt. Vernon and Delaware Railroad	240,573			08.96	2.69
20	Cleveland and Newburgh Railroad	655,752	20,026,074	30.54	1 00.17	3.37
21	Cleveland and Pittsburgh Railroad					
22	Columbus, Chicago and Indiana Central Railway (g)	131,363	3,940,890	30	94.78	3.09
23	Columbus and Hoeking Valley Railroad					
24	Columbus, Springfield and Cincinnati Railroad (h)	293,683	9,454,501	32.30	1 08	3.34
25	Columbus and Xenia Railroad (g)	55,904	1,527,995	27.35	82.94	3.63
26	Dayton and Michigan Railroad					
27	Dayton and Union Railroad					
28	Gallipolis, McArthur and Columbus Railroad (a)					
29	Harrison Branch Railroad (i)	39,289	315,339	8	32	4
30	Iron Railroad	48,569	982,503	19.20	70	3.65
31	Lake Erie and Louisville Railway (a)					
32	Lake Shore and Michigan Southern Railway	2,417,869	168,614,673	69.73	1 80.58	2.39

33	Lake Shore and Tuscarawas Valley Railway.....	60,863	865,280	14,21	49,52	3,48
34	Little Miami Railroad (<i>g</i>).....	.....	.....	.....	.....	.....
35	Mahoning Coal Railroad.....	.....	.....	.....	.....	.....
36	Mansfield, Coldwater and Lake Michigan Railroad (<i>a</i>).....	4,136	87,305	21,10	84,70	4
37	Marietta and Cincinnati Railroad.....	513,001	(<i>j</i>)	(<i>j</i>)	97,52	.....
38	Marietta and Pittsburgh Railroad (<i>a</i>).....	25,869	(<i>j</i>)	(<i>j</i>)	47,90	.....
39	Massillon and Cleveland Railroad (<i>k</i>).....	.....	.....	.....	.....	.....
40	Newark, Somerset and Straitsville Railroad.....	30,051	452,950	15,07	52	3,45
41	Ohio and Mississippi Railway.....	477,062	36,374,603	77,50	2 11,64	2,73
42	Painesville and Youngstown Railroad.....	23,251	(<i>j</i>)	(<i>j</i>)	36,52	.....
43	Pittsburgh, Cincinnati and St. Louis Railway.....	1,994,391	86,191,520	43,21	1 21,73	2,81
44	Pittsburgh, Ft. Wayne and Chicago Railway.....	2,134,653	95,517,910	44,74	1 18,09	2,64
45	Rocky River Railroad.....	147,389	736,945	5	10	2
46	Sandusky, Mansfield and Newark Railroad.....	193,597	5,088,190	26,28	88	3 35
47	Toledo, Canada Southern and Detroit Railway (<i>a</i>).....	.....	.....	.....	.....	.....
48	Toledo, Tiffin and Eastern Railroad.....	4,369	85,300	19,52	73,73	3,78
49	Toledo, Wabash and Western Railway.....	615,711	31,949,243	51,89	1 73,71	3,34
50	Valley Railway (<i>a</i>).....	.....	.....	.....	.....	.....
Totals.....		13,885,688	605,614,937	.....	.....	.....

(*a*) In process of construction. (*b*) Operated by Marietta and Cincinnati Railroad Company. (*c*) For seven months. (*d*) Includes entire line; Indianapolis, Cincinnati and Lafayette Railroad Company, lessee. (*e*) Not reported; taken from 1872 report. (*f*) Operated by Atlantic and Great Western Railroad Company. (*g*) Operated by Pittsburgh, Cincinnati and St. Louis Railway Company. (*h*) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (*i*) Operated by Whitewater Valley Railroad Company; no report. (*j*) Not reported. (*k*) Operated by Cleveland, Mt. Vernon and Delaware Railroad Company.

XVII.—FREIGHT TONNAGE—ENTIRE LINES.

Number.	COMPANY.	Through.	Local.	Total.	Total move- ment, or tons carried one mile.	Average amount received for each ton.	Average amount received per mile for each ton.
1	Ashtabula, Youngstown and Pittsburgh Railroad	455,806	2,149,282	2,605,088	272,297,096	\$1 59.63	1.52
2	Atlantic and Great Western Railroad						
3	Atlantic and Lake Erie Railway (a)						
4	Baltimore, Pittsburgh and Chicago Railway, Ohio Div. (a)						
5	Baltimore Short Line Railway (a)						
6	Carrollton and Oneida Railroad		1,005	1,005	12,060	2 77.51	23.12
7	Central Ohio Railroad		530,862	530,862	47,148,967	1 35	1.52
8	Chicago and Canada Southern Railway (a)						
9	Cincinnati and Baltimore Railway (b)						
10	Cincinnati, Hamilton and Dayton Railroad	201,597	384,107	585,704	20,922,033	98.36	2.78
11	Cincinnati and Indianapolis Railroad (c)	251,166	85,868	111,034	8,644,917	1 28	1.65
12	Cincinnati and Indiana Railroad (d)	251,523	343,337	594,860	49,281,103	1 89	2.30
13	Cincinnati and Muskingum Valley Railway		190,408	190,408	11,382,417	1 67.58	2.80
14	Cincinnati, Richmond and Chicago Railroad	102,479	49,174	151,653	6,151,828	93.37	2.30
15	Cincinnati, Sandusky and Cleveland Railroad	148,524	166,321	314,845	(c)	1 41.76	(c)
16	Cincinnati and Springfield Railway	276,636	69,392	346,028	17,907,683	1 02.90	1.95
17	Cleveland, Columbus, Cincinnati and Indianapolis Railway	1,012,071	562,537	1,574,608	279,427,987	2 36.40	1.33
18	Cleveland and Mahoning Valley Railway (f)						
19	Cleveland, Mount Vernon and Delaware Railroad		209,010	209,010	6,177,722	96.63	3.25
20	Cleveland and Nowburgh Railroad (g)						
21	Cleveland and Pittsburgh Railroad	609,584	1,592,124	2,111,708	161,117,129	1 38.58	1.82
22	Columbus, Chicago and Indiana Central Railway (h)		842,802	842,802	52,253,724	1 05.30	1.69
23	Columbus and Hocking Valley Railroad						
24	Columbus, Springfield and Cincinnati Railroad (i)						
25	Columbus and Xenia Railroad (h)						
26	Dayton and Michigan Railroad	68,339	271,658	339,997	33,316,253	1 98.55	2.01
27	Dayton and Union Railroad	77,688	33,000	110,688	(c)	77.63	(c)
28	Gallipolis, McArthur and Columbus Railroad (a)						
29	Harrison Branch Railroad (j)						
30	Iron Railroad		136,626	136,626	1,093,008	64 45	8.06

31	Lake Erie and Louisville Railway (a)	.....	40,676	40,676	1,161,798	1 22.12	4.28
32	Lake Shore and Michigan Southern Railway	.....	4,213,451	4,714,532	976,256,070	2 90.09	1.40
33	Lake Shore and Tuscarawas Valley Railway	.....	111,409	111,409	(e)	87.64	(e)
34	Little Miami Railroad (h)	.....	.....	.....	.....	.....	.....
35	Mahoning Coal Railroad	.....	.....	.....	.....	.....	.....
36	Mansfield, Coldwater and Lake Michigan Railroad (a)	.....	3,014	3,014	115,076	1 05.30	2.75
37	Marietta and Cincinnati Railroad	.....	371,901	734,897	(e)	2 11.55	(e)
38	Marietta and Pittsburgh Railroad (a)	.....	39,014	39,014	(e)	(e)	(e)
39	Massillon and Cleveland Railroad (k)	.....	.....	.....	.....	.....	.....
40	Newark, Somerset and Straitsville Railroad	.....	1,742,240	1,742,240	7,063,139	75	1.85
41	Ohio and Mississippi Railway	.....	591,712	927,258	143,436,311	2 79.25	1.80
42	Painesville and Youngstown Railroad (a)	.....	2,849	2,849	(e)	1 59.29	(e)
43	Pittsburgh, Cincinnati and St. Louis Railway	.....	2,955,292	3,408,147	511,562,313	2 03.52	1.35
44	Pittsburgh, Fort Wayne and Chicago Railway	.....	1,400,195	2,365,846	458,625,211	2 97.47	1.44
45	Rocky River Railroad (g)	.....	.....	.....	.....	.....	.....
46	Sandusky, Mansfield and Newark Railroad	.....	372,011	372,011	31,919,523	1 39	1.62
47	Toledo, Canada Southern and Detroit Railway (a)	.....	.....	.....	.....	.....	.....
48	Toledo, Tiffin and Eastern Railroad	.....	2,951	2,951	103,818	1 16.61	3.31
49	Toledo, Wabash and Western Railway	.....	910,844	1,374,392	292,505,267	3 16.79	1.49
50	Valley Railway (a)	.....	463,543	.....	.....	.....	.....
	Totals	.....	7,904,580	19,381,982	3,420,839,453	.....	.....

- (a) In process of construction.
 (b) Operated by the Marietta and Cincinnati Railroad Company.
 (c) For seven months.
 (d) Includes line of Indianapolis, Cincinnati and Lafayette Railroad Company, lessee.
 (e) Not reported.
 (f) Operated by Atlantic and Great Western Railroad Company.
 (g) Carries passengers only.
 (h) Operated by Pittsburgh, Cincinnati and St. Louis Railway Company.
 (i) Operated by Cincinnati, Sandusky and Cleveland Railroad Company.
 (j) Operated by White-water Valley Railroad Company—no report.
 (k) Operated by Cleveland, Mount Vernon and Delaware Railroad Company.

XVIII.—TONNAGE CLASSIFIED.

Number.	COMPANY.	Coal.	Stone, lime, sand, etc.	Petroleum.	Ore.	Pig and bloom iron.	Railroad iron (iron and steel rails.)	Other iron and castings.
1	A., Y. and P. R. R.							
2	A. and Gr. Western R. R. .	890,316	88,755	187,278	264,720	99,548		8
3	A. and Lake Erie R'y (a) ..							
4	B., P. and C. R'y, O. Div. (a)							
5	B. S. L. Railway (a)							
6	C. and O. Railroad (b)							
7	Central Ohio Railroad	87,106						
8	C. and C. S. Railway (a) ..							
9	C. and B. Railway (c)							
10	C., H. and D. Railroad (b) ..							
11	C., H. and I. Railroad (b) ..							
12	C. and I. Railroad	55,208	46,488			5,340	4,189	8,320
13	C. and Musk'm Val. R'y (b) ..							
14	C., R. and C. Railroad (b) ..							
15	Cin., San. and Clev. R. R. (b)							
16	C. and S. Railway	59,486	8,499	3,127	10,766	13,877		
17	C., C., C. and I. Railway ..	212,129	80,589	21,674	27,446	37,955		
18	C. and Mahoning V. R'y (d) ..							
19	C., Mt. Ver. and Del. R. R. ..	136,806						
20	C. and N. Railroad (e)							
21	C. and P. Railroad	957,039	56,868	21,465	334,011	83,237	74,140	59,106
22	C., C. and I. C. Railway (f) ..							
23	C. and H. V. Railroad	763,815						
24	C., S. and Cin'ti R. R. (g) ..							
25	C. and Xenia Railroad (f) ..							
26	D. and Michigan R. R. (b) ..							
27	D. and Union R. R. (b)							
28	G., McArt'r and C. R. R. (a) ..							
29	Harrison Branch R. R. (h) ..							
30	Iron Railroad	76,423			9,666	38,762		
31	Lake Erie and L. R'y (a) ..	401	213	77		17		41
32	L. S. and M. S. Railway ..	352,306	159,637	467,488	7,236	44,278	41,108	91,563
33	L. S. and Tusc. Val. R'y ..	77,044						
34	Little Miami Railroad (f) ..							
35	Mahoning Coal Railroad							
36	M., C. and L. M. Railroad ..	810					250	
37	Marietta and Cin. R. R.	74,772	11,409	24,326	33,590	56,899		
38	M. and P. Railroad (i)	24,401	175	694	4,120		1,284	261
39	Mass. and Cleve. R. R. (j) ..							
40	N., S. and Straitsville R. R. ..	1,158,818						
41	Ohio and Miss. R'y (b)							
42	P. and Youngstown R.R. (a) ..							
43	P., C. and St. L. Railway ..	803,863			137,170		30,696	
44	P., Fort Wayne and C. R'y ..	516,379			185,826		67,766	
45	Rocky River Railroad (e) ..							
46	S., M. and N. Railroad	158,720						
47	Tol., C. S. and D. R'y (a) ..							
48	Toledo, T. and E. R. R.	686	10				250	
49	Toledo, W. and W. R'y	163,198						
50	Valley Railway (a)							
	Totals	6,563,726	452,643	726,129	1,014,551	379,943	219,683	248,742

(a) In process of construction. (b) Not reported. (c) Operated by Marietta and Cincinnati Railroad Company, (d) Operated by Atlantic and Great Western Railroad Company. (e) Carries passengers only. (f) Operated by Pittsburgh, Cincinnati and

XVIII.—TONNAGE CLASSIFIED.

Number and other forest products.	Live stock.	Grain.	Other agricultural products.	Flour.	Provisions, (beef, pork, lard, etc.)	Manufactures, including agricultural implements.	Merchandise.	Miscellaneous.	Supplies for company's use.
113,915	54,406	119,360	75,514	77,637	53,772	60,122	183,728	.....	246,566
.....
.....	35,960	.....	.....	.....	.....	.....	.....	407,796	.....
.....
88,467	71,125	118,727	7,388	23,525	11,783	32,170	85,203	17,925	18,999
.....
23,510	10,748	30,655	29,276	8,012	10,802	30,553	100,717	.....	.....
178,197	128,379	291,879	51,126	116,700	62,532	77,605	288,367	.....	.....
9,599	4,696	9,519	4,480	1,906	.....	22,248	10,929	14,827	.....
72,996	21,144	17,612	14,777	9,140	2,381	50,263	155,222	92,650	89,657
.....	.....	.....	.....	.....	.....	.....	.....	78,987	.....
.....
.....
8,356	6,383	10,084	862	1,330	1,944	824	10,339	1,436	.....
485,350	466,995	882,571	188,535	274,246	252,115	192,525	4,149	1,893	4,102
.....	.....	.....	.....	.....	.....	.....	342,670	465,909	390,233
.....	.....	.....	.....	.....	.....	.....	34,365	.....	.....
.....
574	64	.....	.....	219	53	636	368	40	.....
22,620	43,681	83,640	5,890	28,985	2,850	.....	290,810	55,425	.....
1,287	1,165	218	2,164	304	149	161	2,631	.....	.....
.....
.....	2,160	.....	.....	.....	.....	.....	.....	581,262	.....
.....
253,481	239,465	.....	191,799	710,862	245,417	342,638	387,074	60,682	.....
163,578	405,956	.....	41,560	216,176	.....	435,066	215,896	112,643	.....
.....	7,830	.....	.....	.....	.....	.....	.....	205,461	.....
.....
641	5	.....	.....	324	10	621	335	19	.....
77,951	117,480	324,281	6,567	40,994	21,715	5,907	456,371	159,928	.....
.....
1,510,522	1,617,642	1,888,546	619,938	1,510,363	665,523	1,251,339	2,569,224	2,256,883	749,557

St. Louis Railway Company. (g) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (h) Operated by Whitewater Valley Railroad Company, no report. (i) About 8 months. (j) Operated by Cleveland, Mt. Vernon and Delaware RR. Co

XIX.—GROSS EARNINGS FOR THE YEAR—ENTIRE LINES.

Number.	COMPANY.	Passengers.	Freight.	Mail.	Express.	All other sources, including rents, etc.
1	Ashtabula, Youngstown and Pittsburgh Railroad.....	\$1,030,274 69	\$4,158,502 34	\$42,877 17	\$91,982 60	\$133,259 06
2	Atlantic and Great Western Railroad.....	.....	.....	.....	.....	.....
3	Atlantic and Lake Erie Railway (a).....	.....	.....	.....	.....	.....
4	Baltimore, Pittsburgh and Chicago Railway, Ohio Div. (a).....	.....	.....	.....	.....	.....
5	Baltimore and Short Line Railway (a).....	.....	.....	.....	.....	.....
6	Carrollton and Oneida Railroad.....	2,575 22	2,789 02	500 00	300 00	.....
7	Central Ohio Railroad.....	271,162 83	716,664 30	24,128 12	31,112 20	1,787 69
8	Chicago and Canada Southern Railway (a).....	.....	.....	.....	.....	.....
9	Cincinnati and Baltimore Railway (b).....	316,367 13	581,956 72	9,730 69	15,068 65	240,232 95
10	Cincinnati, Hamilton and Dayton Railroad.....	61,210 14	142,527 34	2,774 33	2,692 37	473 25
11	Cincinnati, Hamilton and Indianapolis Railroad (c).....	622,375 63	1,121,477 43	26,508 13	27,805 89	39,135 25
12	Cincinnati and Indiana Railroad (d).....	129,182 12	319,089 43	11,205 00	12,550 17	6,128 66
13	Cincinnati and Muskingum Valley Railway.....	76,834 32	141,599 66	4,961 00	4,619 57	225 36
14	Cincinnati, Richmond and Chicago Railroad.....	210,307 35	455,685 41	15,766 58	27,339 55	31,672 89
15	Cincinnati, Sandusky and Cleveland Railroad.....	193,862 59	349,822 91	16,554 37	25,554 63	14,700 82
16	Cincinnati and Springfield Railway.....	825,025 10	3,722,411 67	81,943 20	82,033 26	141,753 49
17	Cleveland, Columbus, Cincinnati and Indianapolis R'y.....	.....	.....	.....	.....	.....
18	Cleveland and Mahoning Valley Railway (e).....	89,199 94	201,982 43	4,589 77	9,390 00	624 00
19	Cleveland, Mt. Vernon and Delaware Railroad.....	21,558 24	.....	.....	.....	.....
20	Cleveland and Newburgh Railroad.....	636,597 06	2,924,883 84	28,409 52	63,469 41	28,409 44
21	Cleveland and Pittsburgh Railroad.....	.....	.....	.....	.....	.....
22	Columbus, Chicago and Indiana Central Railway (f).....	121,890 55	887,511 91	5,898 24	4,625 63	6,731 92
23	Columbus and Hocking Valley Railroad.....	.....	.....	.....	.....	.....
24	Columbus, Springfield and Cincinnati Railroad (g).....	.....	.....	.....	.....	.....
25	Columbus and Xenia Railroad (f).....	316,507 68	672,094 79	17,870 00	25,311 82	26,627 00
26	Dayton and Michigan Railroad.....	46,349 76	85,462 35	2,890 20	1,898 06	243 05
27	Dayton and Union Railroad.....	.....	.....	.....	.....	.....
28	Gallipolis, McArthur and Columbus Railroad (a).....	.....	.....	.....	.....	.....
29	Harrison Branch Railroad (h).....	12,562 20	88,095 06	.....	.....	.....
30	Iron Railroad.....	34,034 10	49,774 74	2,664 75	1,539 23	5,921 27
31	Lake Erie and Louisville Railway (a).....	4,366,337 07	13,714,706 67	229,933 16	325,094 63	2,055 17
32	Lake Shore and Michigan Southern Railway.....	30,140 89	97,645 32	.....	.....	333,431 76
33	Lake Shore and Tuscarawas Valley Railway.....	.....	.....	.....	871 44	11 29

XX.—OPERATING EXPENSES—ENTIRE LINES.

Number.	COMPANY.	Maintenance of way and structures.	Maintenance of cars.	Motive power.	Conducting transportation.
1	Ashtabula, Youngstown and Pittsburgh Railroad.....	\$555,063 64	\$317,009 61	\$417,464 27	\$2,083,924 96
2	Atlantic and Great Western Railroad.....	.....	.....	.....	.....
3	Atlantic and Lake Erie Railway (a).....	.....	.....	.....	.....
4	Baltimore, Pittsburgh and Chicago Railway—Ohio Division (a).....	.....	.....	.....	.....
5	Baltimore Short Line Railway (a).....	.....	.....	.....	.....
6	Carrollton and Oneida Railroad.....	.....	.....	.....	(b) 4,161 78
7	Central Ohio Railroad.....	325,492 33	.....	341,509 17	292,516 63
8	Chicago and Canada Southern Railway (a).....	.....	.....	.....	.....
9	Cincinnati and Baltimore Railway (b).....	.....	.....	.....	.....
10	Cincinnati, Hamilton and Dayton Railroad.....	250,427 14	79,815 46	210,925 24	146,558 90
11	Cincinnati, Hamilton and Indianapolis Railroad (c).....	71,794 93	16,785 41	84,748 56	57,215 18
12	Cincinnati and Indiana Railroad (f).....	443,724 02	145,430 86	103,702 11	639,376 28
13	Cincinnati and Muskingum Valley Railroad.....	161,954 45	31,362 58	107,805 56	78,759 33
14	Cincinnati, Richmond and Chicago Railroad.....	42,890 76	15,824 80	44,507 45	25,567 23
15	Cincinnati, Sandusky and Cleveland Railroad.....	226,824 56	63,510 10	166,886 01	41,413 53
16	Cincinnati and Springfield Railway.....	221,941 23	55,217 87	36,318 17	408,960 81
17	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	949,276 52	232,896 40	187,923 84	1,892,295 33
18	Cleveland and Mahoning Valley Railway (g).....	46,946 25	21,088 72	47,299 77	35,734 84
19	Cleveland, Mt. Vernon and Delaware Railroad.....	723 06	190 49	2,325 41	6,540 53
20	Cleveland and Newburgh Railroad.....	532,121 12	150,083 54	538,323 22	434,218 28
21	Cleveland and Pittsburgh Railroad.....	.....	.....	.....	.....
22	Columbus, Chicago and Indiana Central Railway (h).....	276,706 22	45,446 09	33,780 61	204,756 30
23	Columbus and Hocking Valley Railroad.....	.....	.....	.....	.....
24	Columbus, Springfield and Cincinnati Railroad (i).....	.....	.....	.....	.....
25	Columbus and Xenia Railroad (h).....	.....	.....	.....	.....
26	Dayton and Michigan Railroad.....	221,927 80	75,376 05	198,009 57	173,235 96
27	Dayton and Union Railroad.....	27,007 41	5,259 61	17,704 27	14,084 28
28	Gallipolis, McArthur and Columbus Railroad (a).....	.....	.....	.....	.....
29	Harrison Branch Railroad (j).....	.....	.....	.....	.....
30	Iron Railroad.....	25,920 75	9,767 77	3,010 26	15,920 99
31	Lake Erie and Louisville Railway (a).....	14,438 59	4,406 48	13,368 42	18,761 92
32	Lake Shore and Michigan Southern Railway.....	4,290,674 80	1,099,517 68	756,635 35	6,955,107 74
33	Lake Shore and Tuscarawas Valley Railway.....	.....	.....	.....	(b) 121,658 23

34	Little Miami Railroad (<i>h</i>)								
35	Mahoning Coal Railroad								
36	Mansfield, Coldwater and Lake Michigan Railroad (<i>a</i>)							2,611 01	4,839 55
37	Marietta and Cincinnati Railroad							518,414 19	445,919 41
38	Marietta and Pittsburgh Railroad (<i>a</i>) (<i>k</i>)							655 12	3,741 98
39	Massillon and Cleveland Railroad (<i>l</i>)								
40	Newark, Somerset and Straitsville Railroad							27,461 60	27,372 24
41	Ohio and Mississippi Railway							217,167 98	1,440,703 34
42	Painesville and Youngstown Railroad								
43	Pittsburgh, Cincinnati and St. Louis Railway							2,628,281 59	2,558,244 41
44	Pittsburgh, Ft. Wayne and Chicago Railway							1,636,904 55	1,680,676 25
45	Rocky River Railroad							4,620 04	2,160 61
46	Sandusky, Mansfield and Newark Railroad								169,386 50
47	Toledo, Canada Southern and Detroit Railway (<i>a</i>)								
48	Toledo, Tiffin and Eastern Railroad							1,837 48	4,661 58
49	Toledo, Wabash and Western Railway								1,194,517 85
50	Valley Railway (<i>a</i>)								
	Totals	14,783,523 20	6,093,306 55	8,234,801 66	21,172,992 75				

(*a*) In process of construction. (*b*) Not classified. (*c*) Includes motive power. (*d*) Operated by the Marietta and Cincinnati Railroad Company. (*e*) For seven months. (*f*) Includes entire line—Indianapolis, Cincinnati and Lafayette Railroad Company, lessee. (*g*) Operated by Atlantic and Great Western Railroad Company. (*h*) Operated by Pittsburgh, Cincinnati and St. Louis Railway Company. (*i*) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (*j*) Operated by Whitewater Valley Railroad Company; no report. (*k*) For five months. (*l*) Operated by Cleveland, Mt. Vernon and Delaware Railroad Company.

N. Y. L. — GENERAL EXPENSES OF OPERATING — ENTIRE LINES.

Number.	COMPANY.	Taxes in Ohio.	Taxes in other States.	Interest on floating debt.	Other general expenses.	Total.
1	Ashtabula, Youngstown and Pittsburgh Railroad					
2	Atlantic and Great Western Railroad	\$71,539 58	\$13,751 40		\$111,900 69	\$196,511 67
3	Atlantic and Lake Erie Railroad (a)					
4	Baltimore, Pittsburgh and Chicago Railway, Ohio Div. (a)					
5	Baltimore Short Line Railroad (a)					
6	Carrollton and Oneida Railroad					
7	Central Ohio Railroad	21,555 81			15,111 04	39,666 85
8	Chicago and Canada Southern Railway (a)					
9	Cincinnati and Baltimore Railroad (b)					
10	Cincinnati, Hamilton and Dayton Railroad	52,928 23			64,373 35	117,301 58
11	Cincinnati, Hamilton and Indianapolis Railroad (c)			\$9,108 89	16,433 98	25,542 87
12	Cincinnati and Indiana Railroad (d)	18,705 80	15,709 81		89,253 66	123,669 27
13	Cincinnati and Muskingum Valley Railroad	14,771 72			15,656 55	30,428 27
14	Cincinnati, Richmond and Chicago Railroad	1,928 26	182 00		27,373 71	29,083 97
15	Cincinnati, Sandusky and Cleveland Railroad	17,500 00			66,426 61	83,926 61
16	Cincinnati and Springfield Railway	9,375 11				9,375 11
17	Cleveland, Columbus, Cincinnati and Indianapolis Railway	97,091 59	10,004 70			107,096 29
18	Cleveland and Mahoning Valley Railway (e)					
19	Cleveland, Mt. Vernon and Delaware Railroad	8,161 03			16,729 27	24,890 30
20	Cleveland and Newburgh Railroad	167 23			3,373 14	3,540 37
21	Cleveland and Pittsburgh Railroad	66,483 19	8,812 33		110,422 82	185,718 34
22	Columbus, Chicago and Indiana Central Railway (f)					
23	Columbus and Hocking Valley Railroad			5,620 51	63,128 95	80,116 22
24	Columbus, Springfield and Cincinnati Railroad (g)	11,366 76				
25	Columbus and Xenia Railroad (f)					
26	Dayton and Michigan Railroad	31,213 31			60,069 60	94,282 91
27	Dayton and Union Railroad	2,526 81			17,800 99	20,327 80
28	Gallipolis, McArthur and Columbus Railroad (a)					
29	Harrison Branch Railroad (h)					
30	Iron Railroad	930 50				
31	Lake Erie and Louisville Railway (a)	1,157 71			7,060 93	7,931 43
32	Lake Shore and Michigan Southern Railway				16,183 77	17,341 48
33	Lake Shore and Tuscarawas Valley Railway	217,564 73	239,017 55	175,599 02		632,181 30

Little Miami Railroad (<i>f</i>).....									
Mansfield Coal Railroad.....									
Mansfield, Coldwater and Lake Michigan Railroad (<i>a</i>).....									
Marietta and Cincinnati Railroad.....									
Marietta and Pittsburgh Railroad (<i>a</i>) (<i>r</i>).....									
Massillon and Cleveland Railroad (<i>j</i>).....									
Newark, Somerset and Straitsville Railroad.....									
Ohio and Mississippi Railway.....									
Painesville and Youngstown Railroad (<i>a</i>).....									
Pittsburgh, Cincinnati and St. Louis Railway.....									
Pittsburgh, Fort Wayne and Chicago Railway.....									
Rocky River Railroad.....									
Sandusky, Mansfield and Newark Railroad.....									
Toledo, Canada Southern and Detroit Railway (<i>a</i>).....									
Toledo, Tiffin and Eastern Railroad.....									
Toledo, Wabash and Western Railway.....									
Valley Railway (<i>a</i>).....									
Totals	\$1,095,634 55	\$574,435 96	\$428,473 25	\$1,592,450 30	\$3,600,984 06				

(a) In process of construction. (b) Operated by the Marietta and Cincinnati Railroad Company. (c) For seven months. (d) Includes line of Indianapolis, Cincinnati and Lafayette Railroad Company, lessee. (e) Operated by Atlantic and Great Western Railroad Company. (f) Operated by the Pittsburgh, Cincinnati and St. Louis Railway Company. (g) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (h) Operated by Whitewater Valley Railroad Company; no report. (i) For five months. (j) Operated by Cleveland, Mt. Vernon and Delaware Railroad Company.

XXII.—RECAPITULATION—EARNINGS, EXPENSES, ETC.—ENTIRE LINES.

Number.	COMPANY.	Earnings.	Operating expenses.	Per cent. of earnings.	Net earnings.
1	Ashtabula, Youngstown and Pittsburgh Railroad.....				
2	Atlantic and Great Western Railroad.....	\$5,456,895 86	\$3,589,974 15	65.42	\$1,886,921 71
3	Atlantic and Lake Erie Railway (a).....				
4	Baltimore, Pittsburgh and Chicago Railway, Ohio Division (a).....				
5	Baltimore Short Line Railway (a).....				
6	Carrollton and Oneida Railroad.....	6,164 94	4,161 78	67.51	2,002 46
7	Central Ohio Railroad.....	1,044,855 14	969,144 98	92.75	75,710 16
8	Chicago and Canada Southern Railway (a).....				
9	Cincinnati and Baltimore Railway (b).....				
10	Cincinnati, Hamilton and Dayton Railroad.....	1,163,356 14	804,928 32	69.19	358,427 82
11	Cincinnati, Hamilton and Indianapolis Railroad (c).....	209,677 43	256,086 95	122.13	(d)
12	Cincinnati and Indiana Railroad (e).....	1,837,302 33	1,475,902 54	80.33	361,399 79
13	Cincinnati and Muskingum Valley Railway.....	478,155 38	410,310 19	85.81	67,845 19
14	Cincinnati, Richmond and Chicago Railroad.....	228,239 91	158,474 21	69.43	69,765 70
15	Cincinnati, Sandusky and Cleveland Railroad.....	740,771 78	565,060 81	76.28	175,710 97
16	Cincinnati and Springfield Railway.....	603,495 32	731,813 19	121.26	(f)
17	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	4,853,166 72	3,389,488 38	69.80	1,463,678 34
18	Cleveland and Mahoning Valley Railway (g).....	305,786 14	175,959 88	57.54	129,826 26
19	Cleveland, Mt. Vernon and Delaware Railroad.....	21,558 21	13,319 86	61.78	8,238 38
20	Cleveland and Newburgh Railroad.....	3,702,089 30	1,840,464 50	49.71	1,861,604 80
21	Cleveland and Pittsburgh Railroad.....				
22	Columbus, Chicago and Indiana Central Railway (h).....				
23	Columbus and Hocking Valley Railroad.....				
24	Columbus, Springfield and Cincinnati Railroad (i).....	1,026,648 28	640,805 44	62.42	385,842 84
25	Columbus and Xenia Railroad (h).....				
26	Dayton and Michigan Railroad.....	1,058,411 29	762,832 29	72.07	295,579 00
27	Dayton and Union Railroad.....	136,843 42	84,443 37	61.70	52,400 05
28	Gallipolis, McArthur and Columbus Railroad (a).....				
29	Harrison Branch Railroad (j).....				
30	Iron Railroad.....	106,578 53	62,551 20	58.69	44,027 33
31	Lake Erie and Louisville Railway (a).....	90,067 99	68,316 89	75.85	21,751 10
32	Lake Shore and Michigan Southern Railway.....	15,019,523 29	13,734,416 87	72.21	5,285,106 42
33	Lake Shore and Tuscarawas Valley Railway.....	128,668 94	121,658 23	94 54	7,010 71
34	Little Miami Railroad (h).....				

35	Mahoning Coal Railroad.....	8,803 54	8,222 82	93.40	580 72
36	Mansfield, Coldwater and Lake Michigan Railroad (a).....	2,195,539 38	1,950,560 48	88.84	244,978 90
37	Marietta and Cincinnati Railroad.....	(k) 35,687 23	(k) 21,287 53	59.65	7(k) 14,399 70
38	Marietta and Pittsburgh Railroad (a).....	148,391 31	118,990 25	80.07	29,601 06
39	Massillon and Cleveland Railroad (l).....	3,754,421 52	2,613,313 00	69.60	1,141,108 52
40	Newark, Somerset and Straitsville Railroad.....	13,028 91	111 58	.....	12,917 33
41	Ohio and Mississippi Railway.....	9,864,062 93	8,250,102 03	83.64	1,613,960 85
42	Painesville and Youngstown Railroad (a).....	9,981,066 18	5,737,959 89	58.09	4,183,106 29
43	Pittsburgh, Cincinnati and St. Louis Railway.....	14,964 60	9,991 05	66.76	4,973 55
44	Pittsburgh, Fort Wayne and Chicago Railway.....	715,250 30	634,144 38	88.66	81,105 92
45	Rocky River Railroad.....	8,737 20	7,375 91	83.84	1,421 29
46	Sandusky, Mansfield and Newark Railroad.....	5,958,814 63	4,633,435 22	77.76	1,325,379 41
47	Toledo, Canada Southern and Newark Railroad (a).....	.....	.....	.....	.....
48	Toledo, Tiffin and Eastern Railroad.....	.....	.....	.....	.....
49	Toledo Wabash and Western Railroad.....	.....	.....	.....	.....
50	Valley Railway (a).....	.....	.....	.....	.....
	Totals.....	\$74,917,263 40	\$53,885,608 22	Av. 71.93 Ohio, 71.52	\$21,206,382 57
	Less deficits.....	.....	.....	.....	174,727 39
					\$21,031,655 18

(a) In process of construction. (b) Operated by Marietta and Cincinnati Railroad Company. (c) For seven months. (d) Deficit, \$46,499.52. (e) Includes line of Indianapolis, Cincinnati and Lafayette Railroad Company, lessee. (f) Deficit, \$128,317.87. (g) Operated by Atlantic and Great Western Railroad Company. (h) Operated by Pittsburgh, Cincinnati and St. Louis Railway Company. (i) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (j) No report from Whitewater Railroad Company, lessee. (k) For five months. (l) Operated by Cleveland, Mt. Vernon and Delaware Railroad Company.

XXIII.—EARNINGS, EXPENSES, ETC.

Number.	COMPANY.	PER MILE OF ENTIRE LINES.			AGGREGATES FOR OHIO.		
		Earnings.	Operating expenses.	Net earnings.	Earnings.	Operating expenses.	Net earnings.
					<i>Miles.</i>		
1	Ashtabula, Youngstown and Pittsburgh Railroad	\$9,019 66	\$5,900 78	\$3,118 88	429	\$2,531,434 62	\$1,337,999 52
2	Atlantic and Great Western Railroad						
3	Atlantic and Lake Erie Railway (c)						
4	Balt., Pitts. and Chicago Railway, Ohio Div. (a)						
5	Baltimore Short Line Railway (a)	512 85	346 81	166 04	12	4,161 78	2,002 46
6	Carrollton and Oneida Railroad	7,680 68	7,074 05	552 63	137	969,141 98	75,710 16
7	Central Ohio Railroad						
8	Chicago and Canada Southern Railway (a)						
9	Cincinnati and Baltimore Railway (b)	19,389 27	13,415 47	5,973 80	60	804,928 32	358,427 82
10	Cincinnati, Hamilton and Dayton Railroad	2,135 20	2,607 81	(d)	19	40,568 80	(c)
11	Cincinnati, Hamilton and Indianapolis R. R. (c)	10,261 26	8,245 27	2,018 99	20.50	210,417 33	41,389 30
12	Cincinnati and Indiana Railroad (f)	3,221 20	2,764 15	457 05	148.44	169,028 03	67,845 19
13	Cincinnati and Muskingum Valley Railway	5,434 28	3,773 19	1,661 09	35	478,155 38	59,799 24
14	Cincinnati, Richmond and Chicago Railroad	3,888 57	2,966 20	922 37	190.50	135,834 81	175,710 97
15	Cincinnati, Sandusky and Cleveland Railroad	7,496 83	9,090 84	(g)	80.50	565,060 81	(h)
16	Cincinnati and Springfield Railway	12,412 19	8,668 77	3,743 42	307	731,813 19	1,149,229 94
17	Cleveland, Col., Cin. and Indianapolis Railway						
18	Cleveland and Mahoning Valley Railway (i)	3,822 32	2,199 50	1,622 82	80	175,959 88	129,826 26
19	Cleveland, Mt. Vernon and Delaware Railroad	6,467 47	3,995 96	2,471 51	333	13,319 86	8,238 38
20	Cleveland and Newburgh Railroad	16,398 97	8,152 65	8,246 31	184.75	1,506,203 94	1,523,505 77
21	Cleveland and Pittsburgh Railroad						
22	Columbus, Chicago and Indiana Central R'y (j)	11,535 37	7,200 06	4,335 31	89	640,805 44	385,842 81
23	Columbus and Hocking Valley Railroad						
24	Columbus, Springfield and Cincinnati R. R. (k)						
25	Columbus and Xenia Railroad (j)						
26	Dayton and Michigan Railroad	74,536 00	53,720 53	20,815 42	142	762,832 29	293,579 00
27	Dayton and Union Railroad	2,924 00	1,504 34	1,119 66	46.80	81,443 37	52,400 05
28	Gallipolis, McArthur and Columbus Railroad (a)						
29	Harrison Branch Railroad (l)						
30	Iron Railroad	7,612 75	4,467 94	3,144 81	14	106,578 53	41,027 33
31	Lake Erie and Louisville Railway (a)	2,434 27	1,816 40	557 87	37	68,316 89	21,751 10

32	Lake Shore and Michigan Southern Railway	16,742 54	12,090 16	4,652 38	378.50	6,337,051 39	4,576,125 56	1,760,925 83
33	Lake Shore and Tuscarawas Valley Railway	2,144 48	2,027 63	116 85	60	128,668 94	121,658 23	7,010 71
34	Little Miami Railroad (j)							
35	Mahoning Coal Railroad	200 08	186 88	13 20	44	8,803 54	8,222 82	580 72
36	Mansfield, Coldwater and Lake Michigan R. R. (a)	7,763 57	6,897 31	866 26	282.80	2,195,539 38	1,950,560 48	244,978 90
37	Marietta and Cincinnati Railroad	524 81	313 06	211 75	68	35,687 23	21,987 53	14,399 70
38	Marietta and Pittsburgh Railroad (a) (m)							
39	Massillon and Cleveland Railroad (n)							
40	Massillon and Straitsville Railroad	3,377 07	2,704 32	672 75	44	148,591 31	118,990 25	29,601 06
41	Newark, Somerset and Straitsville Railroad	9,553 23	6,649 65	2,903 58	19.53	186,574 58	129,867 67	56,706 91
42	Ohio and Mississippi Railway	1,184 44			11	13,028 91		13,028 91
43	Painesville and Youngstown Railroad (a)	10,080 80	8,431 38	1,649 42	453.90	4,575,675 12	3,827,003 38	748,671 74
44	Pittsburgh, Cincinnati and St. Louis Railway	19,831 24	11,519 88	8,311 36	259.70	5,150,173 02	2,991,712 83	2,158,460 19
45	Pittsburgh, Fort Wayne and Chicago Railway	2,706 07	1,806 70	899 37	5.53	14,964 60	9,991 05	4,973 55
46	Rocky River Railroad	6,152 69	5,455 00	697 69	116.25	715,250 30	634,144 35	81,105 92
47	Sandusky, Mansfield and Newark Railroad							
48	Toledo, Canada Southern and Detroit R'y (a)	209 46	175 62	33 84	42	8,797 20	7,375 91	1,421 29
49	Toledo, Tiffin and Eastern Railroad	9,503 69	7,389 85	2,113 84	75.50	717,538 59	557,933 67	159,594 92
50	Toledo, Wabash and Western Railway							
	Valley Railway (a)							
	Totals				3,867.53	\$33,175,332 39	\$27,501,884 17	\$11,010,745 68
	Less deficits							137,297 46
								\$10,873,448 22

(a) In process of construction. (b) Operated by Marietta and Cincinnati Railroad Company. (c) For seven months. (d) Deficit, \$172,611. (e) Deficit, \$8,979.53. (f) On 179 miles, including Indianapolis, Cincinnati and Lafayette Railroad. (g) Deficit, \$1,594.01. (h) Deficit, \$123,317.87. (i) Operated by Atlantic and Great Western Railroad Company. (j) Operated by Pittsburgh, Cincinnati and St. Louis Railway Company. (k) Operated by Cincinnati, Sandusky and Cleveland Railroad Company. (l) No report from Whitewater Valley Railroad Company, lessee (m) For five months. (n) Operated by Cleveland, Mt. Vernon and Delaware Railroad Company.

XXIV.—RECEIPTS IN ADDITION TO EARNINGS.

Number.	COMPANY.	Subscriptions to stock.	Sale of bonds.	Increase of floating debt.	Receipts for lease of roads or track.	Sale of real estate.	Other sources— miscellan's.
1	Ashtabula, Youngstown and Pittsburgh Railroad.....	\$1,061,130 22	\$1,400,000 00	.....	.....	.....	.....
2	Atlantic and Great Western Railroad.....	.....	1,564,483 83	\$2,335,452 88	.....	\$5,110 81	.....
3	Atlantic and Lake Erie Railway.....	166,107 14	.....	95,345 83	.....	.....	\$2,529 08
4	Baltimore, Pittsburgh and Chicago R'y—Ohio Div.....	.....	.....	.....	.....	.....	.....
5	Baltimore Short Line Railway.....	101,195 00	.....	182,312 10	.....	.....	.....
6	Carrollton and Oneida Railroad.....	.....	.....	.....	.....	.....	.....
7	Central Ohio Railroad.....	.....	.....	.....	\$364,624 01	.....	.....
8	Chicago and Canada Southern Railway.....	.....	.....	.....	.....	.....	857 80
9	Cincinnati and Baltimore Railway.....	22,505 00	1,000 00	278,603 23	.....	.....	.....
10	Cincinnati, Hamilton and Dayton Railroad.....	.....	118,000 00	754,198 95	.....	.....	26,015 70
11	Cincinnati, Hamilton and Indianapolis Railroad.....	.....	1,538,400 00	522,452 75	.....	.....	.....
12	Cincinnati and Indiana Railroad.....	.....	.....	.....	.....	.....	.....
13	Cincinnati and Muskingum Valley Railway.....	60 00	.....	41,554 44	.....	2,265 66	.....
14	Cincinnati, Richmond and Chicago Railroad.....	.....	.....	.....	.....	.....	.....
15	Cincinnati, Sandusky and Cleveland Railroad.....	.....	6,900 00	250,023 88	64,343 82	200 00	142 00
16	Cincinnati and Springfield Railway.....	.....	178,000 00	314,524 96	.....	.....	.....
17	Cleveland, Columbus, Cincinnati and Indianapolis R'y.....	1,158,115 94	.....	.....	.....	.....	.....
18	Cleveland and Mahoning Valley Railway.....	.....	.....	.....	678,922 85	.....	2,698 38
19	Cleveland, Mt. Vernon and Delaware Railroad.....	362,791 92	.....	.....	.....	.....	.....
20	Cleveland and Newburgh Railroad.....	.....	.....	.....	.....	.....	.....
21	Cleveland and Pittsburgh Railroad.....	.....	600,000 00	.....	.....	.....	.....
22	Columbus, Chicago and Indiana Central Railway.....	.....	.....	.....	.....	.....	.....
23	Columbus and Hocking Valley Railroad.....	459,592 50	222,000 00	128,365 76	1,108,703 93	.....	10,353 60
24	Columbus, Springfield and Cincinnati Railroad.....	.....	.....	.....	1,307,198 01	.....	.....
25	Columbus and Xenia Railroad.....	.....	.....	.....	.....	.....	.....
26	Dayton and Michigan Railroad.....	262,597 28	.....	57,849 37	.....	.....	.....
27	Dayton and Union Railroad.....	.....	25,000 00	.....	.....	.....	.....
28	Gallipolis, McArthur and Columbus Railroad.....	117,629 91	.....	11,721 48	.....	.....	.....
29	Harrison Branch Railroad.....	.....	.....	.....	166,536 00	.....	8,434 20
30	Iron Railroad.....	.....	.....	.....	.....	.....	64,067 80
31	Lake Erie and Lonisville Railway.....	141,350 00	390,000 00	433,343 00	.....	.....	.....
32	Lake Shore and Michigan Southern Railway.....	1,831,268 22	3,076,440 00	313,061 30	.....	.....	17,905 00
33	Lake Shore and Tuscarawas Valley Railway.....	1,236,977 31	120,000 00	103,604 04	.....	.....	.....

34	Little Miami Railroad.....	500,000 00	.....	.....	.....	.....	2,642 67
35	Mahoning Coal Railroad.....	128,983 25	.....	.....	.....	.....	.....
36	Mansfield, Coldwater and Lakco Michigan Railroad.....	6,047 49	1,399,921 25	.....	100,417 51	.....	.....
37	Marietta and Cincinnati Railroad.....	.....	.....	.....	.....	.....	.....
38	Marietta and Pittsburgh Railroad.....	.....	.....	.....	.....	.....	.....
39	Massillon and Cleveland Railroad.....	500 00	.....	.....	.....	.....	.....
40	Newark, Somerset and Straitsville Railroad.....	25,650 00	.....	.....	20,000 00	.....	.....
41	Ohio and Mississippi Railway.....	.....	3,282,270 75	390,851 83	56,000 00	781 30	.....
42	Painesville and Youngstown Railroad.....	315,317 10	.....	.....	.....	.....	.....
43	Pittsburgh, Cincinnati and St. Louis Railway.....	3,000,000 00	10,000 00	.....	.....	.....	.....
44	Pittsburgh, Fort Wayne and Chicago Railway.....	600,000 00	.....	.....	.....	.....	.....
45	Rocky River Railroad.....	.....	.....	.....	800 00	.....	.....
46	Sandusky, Mansfield and Newark Railroad.....	7,377 00	2,000 93	.....	175,350 00	.....	.....
47	Toledo, Canada Southern and Detroit Railway.....	.....	.....	.....	.....	.....	.....
48	Toledo, Tiffin and Eastern Railroad.....	273,511 72	850,000 00	6,564 88	.....	.....	425,000 00
49	Toledo, Wabash and Western Railway.....	95,059 52	1,065,400 00	63,356 27	.....	.....	.....
50	Valley Railway.....	.....	.....	.....	.....	.....	.....
	Totals.....	11,876,768 52	16,750,816 76	6,289,186 95	4,559,704 59	170,601 48	566,646 23

(a) Chiefly advances on bonds of the company.

(b) Rental Columbus and Xenia Railroad deducted.

XXV.—PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Number.	COMPANY.	Interest on bonds.	DIVIDENDS ON STOCK, ENTIRE LINES.				Bonds can- celed—or to sinking fund.	Floating debt liquid- ated.
			Preferred.		Common.			
			Rate per cent.	Amount.	Rate per cent.	Amount.		
1	Ashtabula, Youngstown and Pittsburgh Railroad	\$4,000 00						
2	Atlantic and Great Western Railroad	1,789,583 42					\$385,100 00	
3	Atlantic and Lake Erie Railway							
4	Baltimore, Pittsburgh and Chicago Railway—Ohio Div.							
5	Baltimore Short Line Railway							
6	Carrollton and Oneida Railroad							
7	Central Ohio Railroad	150,000 00	6	\$24,693 00	15	\$2,100 00		\$37 10
8	Chicago and Canada Southern Railway							
9	Cincinnati and Baltimore Railroad							
10	Cincinnati, Hamilton and Dayton Railroad	149,780 00			8	280,000 00		
11	Cincinnati, Hamilton and Indianapolis Railroad	59,249 45						
12	Cincinnati and Indiana Railroad	206,605 00			6-10	3,000 00		
13	Cincinnati and Muskingum Valley Railway	105,000 00						
14	Cincinnati, Richmond and Chicago Railroad	43,750 00						
15	Cincinnati, Sandusky and Cleveland Railroad	232,174 25	6	25,753 47				39,914 90
16	Cincinnati and Springfield Railway	175,000 00					20,420 28	
17	Cleveland, Columbus, Cincinnati and Ind'polis Railway	210,000 00			7	1,012,312 00		765 00
18	Cleveland and Mahoning Valley Railway	95,954 96			21½	597,890 26		
19	Cleveland, Mt. Vernon and Delaware Railroad	182,591 80					3,000 00	
20	Cleveland and Newburgh Railroad	2,730 00			10	4,174 00	69,663 00	
21	Cleveland and Pittsburgh Railroad	258,915 50			17	786,707 50		
22	Columbus, Chicago and Indiana Central Railway	1,367,195 01			10	122,727 50	15,000 00	
23	Columbus and Hocking Valley Railroad	141,142 08						
24	Columbus, Springfield and Cincinnati Railroad							
25	Columbus and Xenia Railroad	21,140 00			8 2-5	150,040 80		
26	Dayton and Michigan Railroad	228,776 23	8	88,274 00	3½	33,916 73	512,500 00	
27	Dayton and Union Railroad	50,540 95						

28	Gallipolis, McArthur and Columbus Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
29	Harrison Branch Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
30	Iron Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
31	Lake Erie and Louisville Railway.....	24,425 63	.....	.....	.....	.....	.....	.....	.....
32	Lake Shore and Michigan Southern Railway.....	1,980,304 89	10	53,350 00	.....	.....	.....	.....	.....
33	Lake Shore and Tuscarawas Valley Railway.....	152,000 00	.....	.....	.....	.....	.....	.....	.....
34	Little Miami Railroad.....	(a) 125,617 49	.....	.....	.....	.....	.....	.....	.....
35	Mahoning Coal Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
36	Mansfield, Coldwater and Lake Michigan Railroad.....	682,371 50	.....	.....	.....	.....	.....	.....	.....
37	Marietta and Cincinnati Railroad.....	88,060 00	.....	.....	.....	.....	.....	.....	539,889 33
38	Marietta and Pittsburgh Railroad.....	8,050 45	.....	.....	.....	.....	.....	.....	.....
39	Massillon and Cleveland Railroad.....	56,000 00	.....	.....	.....	.....	.....	.....	2,248 60
40	Newark, Somerset and Straitsville Railroad.....	715,645 48	7	281,701 00	.....	.....	.....	.....	4,896 00
41	Ohio and Mississippi Railway.....	.....	.....	.....	.....	.....	.....	.....	.....
42	Painesville and Youngstown Railroad.....	672,240 00	.....	.....	.....	.....	.....	.....	.....
43	Pittsburgh, Cincinnati and St. Louis Railway.....	976,200 00	7	164,500 00	.....	.....	.....	.....	1,954 25
44	Pittsburgh, Ft. Wayne and Chicago Railway.....	1,592 22	.....	.....	.....	.....	.....	.....	104,100 00
45	Rocky River Railroad.....	161,490 00	.....	.....	.....	.....	.....	.....	.....
46	Sandusky, Mansfield and Newark Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
47	Toledo, Canada Southern and Detroit Railway.....	.....	.....	.....	.....	.....	.....	.....	.....
48	Toledo, Tiffin and Eastern Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
49	Toledo, Wabash and Western Railway.....	1,237,930 00	7	70,000 00	.....	.....	.....	.....	.....
50	Valley Railway.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....		12,393,633 34	.....	708,271 47	.....	.....	8,257,061 79	4,370,507 74	1,602,442 46

(a) Amount reported by Columbus and Xenia deducted.

XXVI.—PAYMENTS IN ADDITION TO OPERATING EXPENSES—Continued.

Number.	COMPANY.	Lease of and advances to or for other roads.	Construction of new work.	Additional equipment.	Additional real estate.	General expenses.
1	Ashtabula, Youngstown and Pittsburgh Railroad.....		\$2,561,260 23			
2	Atlantic and Great Western Railroad.....	\$717,812 37	1,727,901 01		\$1,949 41	(a) \$528,250 83
3	Atlantic and Lake Erie Railway.....		226,618 69			23 62
4	Baltimore, Pittsburgh and Chicago Railway, Ohio Division.					
5	Baltimore Short Line Railway.....		283,507 10			
6	Carrollton and Oneida Railroad.....					
7	Central Ohio Railroad.....					3,558 41
8	Chicago and Canada Southern Railway.....		240,346 75			
9	Cincinnati and Baltimore Railroad.....	646,054 47		\$121,000 00	59,558 00	250 00
10	Cincinnati, Hamilton and Dayton Railroad.....	(b) 1,877,756 04	(c) 106,988 32	(d) 247,464 90	31,962 52	
11	Cincinnati, Hamilton and Indianapolis Railroad.....				7,003 61	
12	Cincinnati and Indiana Railroad.....					
13	Cincinnati and Muskingum Valley Railroad.....		30,518 49	1,322 11		
14	Cincinnati, Richmond and Chicago Railroad.....					
15	Cincinnati, Sandusky and Cleveland Railroad.....		16,537 37	182,626 57	2,700 00	
16	Cincinnati and Springfield Railroad.....		(e) 192,164 26			
17	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	64,343 82	(e) 2,309,454 55		704 00	8,312 82
18	Cleveland and Mahoning Valley Railway.....		2,365 97	1,650,309 90		
19	Cleveland, Mt. Vernon and Delaware Railroad.....	20,000 00				
20	Cleveland and Newburgh Railroad.....		2,188 72			
21	Cleveland and Pittsburgh Railroad.....	(f) 1,217,258 79	286,734 49	349,944 12		27,511 66
22	Columbus, Chicago and Indiana Central Railway.....		312,052 30	447,049 08	34,793 22	
23	Columbus and Hocking Valley Railroad.....					
24	Columbus, Springfield and Cincinnati Railroad.....					2,500 00
25	Columbus and Xenia Railroad.....		(g) 87,896 67		4,750 00	3,883 83
26	Dayton and Michigan Railroad.....	13,780 00				
27	Dayton and Union Railroad.....		123,169 60			
28	Gallipolis, McArthur and Columbus Railroad.....					
29	Harrison Branch Railroad.....		34,702 43	27,700 00	6,030 25	
30	Iron Railroad.....		782,878 35	79,853 28		
31	Lake Erie and Louisville Railway.....		3,608,390 30	1,513,650 41	261,390 50	
32	Lake Shore and Michigan Southern Railway.....	246,566 18				

33	Lake Shore and Tuscarawas Valley Railway	350,000 00	931,352 13	135,754 83	1,159 63	42,914 39
34	Little Miami Railroad	(h)	.....	.....	500,000 00	9,376 49
35	Mahoning Coal Railroad .....	.....	.....	.....	.....	.....
36	Mansfield, Coldwater and Lake Michigan Railroad .....	.....	1,441,758 68	1,623 67	.....	.....
37	Marietta and Cincinnati Railroad	23,788 33	485,853 09	308,046 41	136,882 71	.....
38	Marietta and Pittsburgh Railroad .....	.....	618,399 85	175,069 33	.....	.....
39	Massillon and Cleveland Railroad .....	.....	7,947 72	.....	.....	.....
40	Newark, Somerset and Straitsville Railroad .....	.....	.....	.....	.....	.....
41	Ohio and Mississippi Railway	8,959 02	236,367 91	195,789 79	5,290 50	4,214 07
42	Painesville and Youngstown Railroad .....	.....	(c) 314,595 37	.....	.....	33,983 91
43	Pittsburgh, Cincinnati and St. Louis Railway	2,077,852 32	531,249 54	140,585 00	31,872 58	(i) 154,565 63
44	Pittsburgh, Ft. Wayne and Chicago Railway .....	.....	423,410 97	417,661 37	38,335 15	.....
45	Rocky River Railroad .....	.....	299 42	.....	.....	.....
46	Sandusky, Mansfield and Newark Railroad .....	.....	.....	.....	.....	5,541 00
47	Toledo, Canada Southern and Detroit Railway .....	.....	.....	.....	.....	.....
48	Toledo, Tiffin and Eastern Railroad .....	.....	1,522,119 46	.....	.....	32,957 14
49	Toledo, Wabash and Western Railway .....	.....	620,420 03	87,617 84	5,314 05	.....
50	Valley Railway .....	.....	140,510 04	.....	.....	8,250 16
	Totals	\$7,294,171 34	\$20,209,589 81	\$6,083,068 61	\$1,129,646 16	\$567,567 06

(a) \$523,816.93, hire of cars and engines.

(b) Purchase of road.

(c) \$101,957.28, renewals.

(d) \$46,600.33, renewals.

(e) Includes additional equipment and real estate.

(f) Amount reported by Pennsylvania Company, lessee.

(g) \$14,887.17, fencing.

(h) Included in report of Pittsburgh, Cincinnati and St. Louis R'y Co.

(i) \$6,894.73, right of way.

XXVII.—CASUALTIES TO PERSONS WITHIN THE YEAR IN OHIO.

Number.	COMPANY.	PASSENGERS.				EMPLOYEES.				OTHERS.		Totals.	
		Causes beyond their control.		Their mis- conduct or want of caution.		Causes beyond their control.		Their mis- conduct or want of caution.		On track and trespassing.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1	Ashtabula, Youngstown and Pittsburgh Rai road	1	1			5	19	6	68	10	17	23	105
2	Atlantic and Great Western Railroad												
3	Atlantic and Lake Erie Railway												
4	Baltimore, Pittsburgh and Chicago Railway, Ohio Division.												
5	Baltimore Short Line Railway												
6	Carrollton and Oneida Railroad							1	9	2	1	3	10
7	Central Ohio Railroad												
8	Chicago and Canada Southern Railway												
9	Cincinnati and Baltimore Railway			1		3	1		1	5	4	8	7
10	Cincinnati, Hamilton and Dayton Railroad												
11	Cincinnati, Hamilton and Indianapolis Railroad					1		1	1	1	1	2	2
12	Cincinnati and Indiana Railroad												
13	Cincinnati and Muskingum Valley Railway												
14	Cincinnati, Richmond and Chicago Railroad					1						1	1
15	Cincinnati, Sandusky and Cleveland Railroad		1			1		2	2	3	6	3	3
16	Cincinnati and Springfield Railway			1				1		2	2	4	2
17	Cleveland, Columbus, Cincinnati and Indianapolis Railway			1				9	2	7	3	19	5
18	Cleveland and Mahoning Valley Railway												
19	Cleveland, Mt. Vernon and Delaware Railroad	1				2						3	
20	Cleveland and Newburgh Railroad												
21	Cleveland and Pittsburgh Railroad		1		1	2	4	6	10	11	3	19	19
22	Columbus, Chicago and Indiana Central Railway												
23	Columbus and Hocking Valley Railroad												
24	Columbus, Springfield and Cincinnati Railroad						1	1		1	1	2	2

[illegible]

RECAPITULATION.

<i>Killed</i> : Passengers—Causes beyond control	3		<i>Injured</i> : Passengers—Causes beyond control	
Want of caution	13	16	Want of caution	18
Employees—Causes beyond control	30		Employees—Causes beyond control	67
Want of caution	62		Want of caution	206
Others	92		Others	273
	102			57
Total killed	210		Total injured	398

ALPHABETICAL LISTS
OF
RAILROAD, TELEGRAPH AND OTHER COMPANIES.

RAILROAD COMPANIES.

1. Ashtabula, Youngstown and Pittsburgh Railroad.
2. Atlantic and Great Western Railroad.
3. Atlantic and Lake Erie Railway.
4. Baltimore, Pittsburgh and Chicago Railway, Ohio Division.
5. Baltimore Short Line Railway.
6. Carrollton and Oneida Railroad.
7. Central Ohio Railroad.
8. Chicago and Canada Southern Railway.
9. Cincinnati and Baltimore Railway.
10. Cincinnati, Hamilton and Dayton Railroad.
11. Cincinnati, Hamilton and Indianapolis Railroad.
12. Cincinnati and Indiana Railroad.
13. Cincinnati and Muskingum Valley Railway.
14. Cincinnati, Richmond and Chicago Railroad.
15. Cincinnati, Sandusky and Cleveland Railroad.
16. Cincinnati and Springfield Railway.
17. Cleveland, Columbus, Cincinnati and Indianapolis Railway.
18. Cleveland and Mahoning Valley Railway.
19. Cleveland, Mt. Vernon and Delaware Railroad.
20. Cleveland and Newburgh Railroad.
21. Cleveland and Pittsburgh Railroad.
22. Columbus, Chicago and Indiana Central Railway.
23. Columbus and Hocking Valley Railroad.
24. Columbus, Springfield and Cincinnati Railroad.
25. Columbus and Xenia Railroad.
26. Dayton and Michigan Railroad.
27. Dayton and Union Railroad.
28. Gallipolis, McArthur and Columbus Railroad.
29. Harrison Branch Railroad.
30. Iron Railroad.
31. Lake Erie and Louisville Railway.
32. Lake Shore and Michigan Southern Railway.
33. Lake Shore and Tuscarawas Valley Railway.
34. Little Miami Railroad.
35. Mahoning Coal Railroad.
36. Mansfield, Coldwater and Lake Michigan Railroad.

37. Marietta and Cincinnati Railroad.
38. Marietta and Pittsburgh Railroad.
39. Massillon and Cleveland Railroad.
40. Newark, Somerset and Straitsville Railroad.
41. Ohio and Mississippi Railway.
42. Painesville and Youngstown Railroad.
43. Pittsburgh, Cincinnati and St. Louis Railway.
44. Pittsburgh, Ft. Wayne and Chicago Railway.
45. Rocky River Railroad.
46. Sandusky, Mansfield and Newark Railroad.
47. Toledo, Canada Southern and Detroit Railway.
48. Toledo, Tiffin and Eastern Railroad.
49. Toledo, Wabash and Western Railway.
50. Valley Railway.

TELEGRAPH COMPANIES.

Atlantic and Pacific.
Hillsboro.
Pacific and Atlantic of the United States.
Western Union.

EXPRESS COMPANIES.

Adams.
American.
Union.
United States.

FREIGHT LINES.

Continental Line.
Empire.
Erie and Pacific Dispatch.
Globe Line.
Great Western Dispatch.
Merchants' Dispatch.
Red Line.
South Shore Line.
Union Star line.
White Line.

REPORTS
OF
RAILROAD COMPANIES

FOR THE YEAR ENDING JUNE 30, 1873.

ASHTABULA, YOUNGSTOWN AND PITTSBURGH RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LENGTH OF ENTIRE LINE, GIVING TERMINI.

From Ashtabula harbor, via Warren, to Youngstown	63.5 miles.
Aggregate of sidings, etc.....	5.6 "
Total length of rail.....	69.1 "

CONSTRUCTION ACCOUNT.

The road was built by contract for a gross sum in cash, bonds and stock, and these items of information [right of way, civil engineering, grading, etc.] were not kept by the company. It was not quite complete on June 30th, and the total cost is not definitely ascertained, but it will approximate, including docks at Ashtabula harbor and harbor improvement, say a

Total of.....	\$3,300,000 00
Amount per mile ($63\frac{1}{2}$ miles).....	\$51,968 00

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,500,000 00
Amount subscribed.....	\$1,325,000 00
Total amount paid in common.....	1,298,509 72
Increase since June 30, 1872.....	1,064,130 22
Amount of stock paid in per mile ($63\frac{1}{2}$ miles).....	20,448 97
Stockholders, residents of Ohio	985
Amount of stock held and owned by them June 30.....	207,509 72

Have no agency for transfer of stock out of the State.

DEBT.

First mortgage seven per cent. bonds due October 1, 1901	\$1,500,000 00
Increase of funded debt since June 30, 1872.....	\$1,400,000 00
Floating debt, not secured by mortgage	
Amount debt per mile ($63\frac{1}{2}$ miles)	23,622 00
Total amount of paid in stock and debt.....	\$2,798,509 72
Total amount per mile ($63\frac{1}{2}$ miles)	\$44,770 97

COST OF ROAD, ETC.

Total payments on contract to June 30.....	\$2,796,172 86
Amount per mile ($63\frac{1}{2}$ miles).....	\$44,034 22
Value of real estate owned by company, exclusive of roadway	130,000 00

CHARACTERISTICS, Etc.

LINE LAID WITH RAIL.

Main track.....	63.5 miles.
Aggregate of sidings and other tracks	5.6 "
Total length of rail embraced in preceding heads	69.1 "

Weight of rail per yard on main track, 56 lbs.; gauge of road, 4 ft. 9 in.; length of road ballasted, 52 miles; material used, gravel and cinders.

All ballasted since June 30, 1872.

RAILROADS CROSSED AT GRADE.

Cleveland and Mahoning Valley Railway, south of Girard.

Cleveland and Mahoning Valley Railway, north of Girard.

(These two crossings are to be obviated by an exchange of tracks for about 17-10 miles.)

Atlantic and Great Western Railroad, one mile north of Warren.

Lake Shore and Michigan Southern Railway, at Ashtabula.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade, 70.

BRIDGES, TRESTLES, ETC.

Bridges.

Six wood; all built within the year ending June 30, 1873.

Location.	Construction.	Length.
Canal, Youngstown.....	Pivot.....	81 feet.
Girard	Trussed girder.....	30 "
Squaw Creek.....	Trussed girder.....	40 "
Musquito Creek.....	Howe truss.....	70 "
Rock Creek	Howe truss.....	160 "
Eagleville.....	Howe truss.....	120 "
Total		501 "

Trestles.

Number, 67; aggregate length, 5,193 feet. All new.

Stations, etc.

Passenger, 2; freight, 1; combined, 11. Total, 14. Water, 5.

Engine-houses, 3; value, \$15,000.00.

Fencing.

Length built within the year ending June 30, 12.09 miles; cost per rod, \$1.25.

Additional necessary to inclose road on both sides, 101.90 miles.

Reasons why not completed? Want of time and facilities.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail (weight, 56 lbs. per yard), 63.6 miles.

RECEIPTS AND PAYMENTS.

RECEIPTS.

From subscription to capital stock.....	\$1,064,130 22
From sale of bonds.....	1,400,000 00
Total	<u>\$2,464,130 22</u>

PAYMENTS.

Interest on bonds	\$44,000 00
Construction of new work.....	2,561,260 23
Total	<u>\$2,605,260 23</u>

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock	\$1,293,509 72
Mortgage bonds.....	1,500,000 00
	<u>\$2,793,509 72</u>

ASSETS.

Cost of road, harbor and docks, so far as settled.....	\$2,796,172 86
Cash on hand	2,336 86
	<u>\$2,798,509 72</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Henry Hubbard	Ashtabula, Ohio.
H. L. Morrison	"
Amos C. Fisk	"
Frederick Harrington	Morgan, Ohio.
Roscius C. Newell	Orwell, Ohio.
Henry B. Perkins	Warren, Ohio.
Caleb B. Wick	Youngstown, Ohio.
A. L. Crawford.....	Newcastle, Penn.
William McCreery.....	Pittsburgh, Penn.
William P. Shinn.....	"
William Harbaugh.....	"
W. S. Bissell.....	"
Thomas D. Messler.....	"
William McCreery, President.....	Pittsburgh, Penn.
Frank Silliman, Secretary	Ashtabula, Ohio.
Amos F. Hubbard, Treasurer.....	"

State of Ohio, County of Cuyahoga, ss :

William McCreery, President of the Ashtabula, Youngstown and Pittsburgh Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A.D. 1873, according to the best of his knowledge and belief.

[Signed]

WILLIAM MCCREERY, *President.*

Subscribed and sworn to before me, this 18th day of October, A.D. 1873.

[SEAL.]

L. A. RUSSELL, *Notary Public.*

ATLANTIC AND GREAT WESTERN RAILROAD COMPANY.

LENGTH OF ENTIRE LINE OPERATED—GIVING TERMINAL POINTS.

	Miles.
From Salamanca, New York, to Dayton, Ohio.....	387.50
“ Dayton to Cincinnati.....	60
“ Meadville to Oil City.....	33
“ Cleveland to Youngstown.....	67
“ Youngstown to Sharon.....	14
“ Vienna Junction to Vienna.....	7.75
“ Niles to New Lisbon.....	33.75
“ Silver Creek Branch.....	2
Total	605
Constructed double gauge.....	62
Aggregate of sidings, etc., not above enumerated.....	114
Total length of rail.....	781

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$50,000,000 00
Amount subscribed	\$24,358,700 00
Amount paid in—	
Common	16,232,450 00
Preferred	8,126,250 00
Total amount paid in.....	24,358,700 00
Increase since June 30, 1872.....	\$358,700 00
Amount of stock paid in per mile (453 miles).....	57,535 58
Proportion for Ohio (248 miles).....	14,281,223 84
Stockholders, residents of Ohio—number, 4.	
Amount of stock held and owned by them June 30.....	6,150 00
Location of office or agency for the transfer of stock out of this State, New York City.	
Number of shares transferred within the year ending June 30 at such transfer office, none	

DEBT.

1st mortgage, 7 per cent. bonds, due January, 1902.....	\$14,414,977 50
2d mortgage, 7 per cent. bonds, due March, 1902.....	8,707,200 03
3d mortgage, 7 per cent. bonds, due May, 1902.....	28,790,214 81
Ohio 1st mortgage, 7 per cent. bonds, due April, 1876.	2,429,300 00
Erie and New York city 7 per cent. bonds, due March, 1874	14,000 00
Leased line rental trust 7 per cent. bonds, due January, 1902	5,445,000 00
Leased line rental trust 7 per cent. bonds, due January, 1903	3,000,000 00
Amount of funded debt.....	\$62,800,692 34

Increase since June 30, 1872.....	\$2,425,166 59
Amount of floating debt (not secured by mortgage).....	\$2,338,452 85
Apparent increase since June 30, 1872, due to change in method of keeping accounts.....	\$2,338,452 85
Total amount of funded and floating debt.....	65,139,145 19
Increase since June 30, 1872.....	4,763,619 44
Amount of debt per mile (423 miles).....	153,993 25
Proportion for Ohio (248 miles).....	38,190,326 00
Total amount of paid in stock and debt.....	\$89,497,845 19
Total amount per mile (423 miles).....	\$211,578 83
Total proportion for Ohio (248 miles).....	52,471,549 84

COST OF ROAD, Etc.

Owing to the incompleteness of the accounts with the Trustees of Reorganization, and the non-settlement of the late Receiverships, it is not possible to give details.

Total cost	\$87,159,392 34
Cost per mile (423 miles).....	\$206,050 57
Proportion for Ohio (248 miles).....	51,100,541 36
Value of real estate owned by company, exclusive of road- way	\$65,000 00

CHARACTERISTICS, Etc.

LINE IN OHIO LAID WITH RAIL.

Main track.....	246 miles.
Cleveland and Mahoning Valley Branch, main track.....	121 miles.
Silver Creek Branch, main track.....	2 "
Cincinnati, Hamilton and Dayton Branch, main track....	60 "
Total length of branches.....	183 miles.
Constructed double gauge.....	62 "
Aggregate of sidings and other tracks not above enumerated.....	64 "
Total length of rail embraced in preceding heads.....	555 "
Weight of rail per yard on main track.....	56, 60, 67 and 68 lbs.
Gauge of road.....	6 ft. and 4 feet 8½ in.
Length of road in Ohio ballasted.....	429 miles.
Length ballasted since June 30, 1872.....	15 "
Material used, gravel.	

RAILROADS CROSSED IN OHIO AT GRADE.

Youngstown Division, Lake Shore and Michigan Southern Railway, West of Burg hill.	
" " " " Youngstown.	
" " " " Doughton's.	
Ashtabula, Youngstown and Pittsburgh Railroad, east of Warren, main line.	
" " " " Girard, twice.	
" " " " Youngstown.	

Cleveland and Mahoning—Mahoning Division, Atlantic and Great Western, Leavittsburg.

Cleveland and Pittsburgh Railroad, three miles west of Ravenna.

" " three miles east of Cleveland.

Cleveland, Mt. Vernon and Delaware Railroad, Akron.

Lake Shore and Tuscarawas Valley Railway, Russell.

Pittsburgh, Ft. Wayne and Chicago Railway, Mansfield.

" " " Letonia.

Lake Erie Division, Baltimore and Ohio Railroad, Mansfield.

Cleveland, Columbus, Cincinnati and Indianapolis Railway, Galion.

" " " " Marion.

" " " " Cleveland.

Columbus, Chicago and Indiana Central Railway, Urbana.

Cincinnati, Sandusky and Cleveland Railroad, "

" " " Dayton.

Dayton and Michigan Railroad, Dayton.

Pittsburgh and Youngstown Railroad, Niles.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade in Ohio, 376.

BRIDGES, STATIONS, ETC., IN OHIO.

Bridges.

Wood.....	58	Aggregate length	6,341 ft.
Iron.....	5	" "	676 ft.
Stone.....	3	" "	80 ft.
Total.....	66	.....	7,097 ft.

Built within the year ending June 30.

Location.	Construction.	Material.	Length—feet.
Break Neck Creek.....	Howe truss.....	Wood	50
Mahoning River.....	" "	"	150
Little Scioto River (No. 2) ..	" "	"	65
Little Beaver.....	" "	"	65
Mosquito Creek.....	" "	"	100
Cuyaboga River.....	Post "	Iron	160 draw, 80 fixed.
Bokes' Creek.....	Howe "	Wood	145
Chagrin River.....	Arch	Stone	16
Muddy Fork, West Salem...	"	"	37
Little Whetstone Creek....	"	"	27

Greatest age of bridges: Wood, 5 years; iron, 18 years.

Stations, etc.

Number—Passenger, 19; freight, 25; combined, 60; total, 104.

" Water and fuel combined, 78.

" Engine-houses, 15.

" Shops for construction, 3.

" Shops for repairs, 1.

Fencing.

Length built within the year ending June 30, 1873, 27 miles; cost per rod, \$1.50.

EQUIPMENT—ENTIRE LINE.

Locomotives, 170; average weight, 105,000 lbs., including tenders.
 Express and baggage cars, 25; average weight, 28,000 lbs.
 Passenger cars, first and second class, 41; average weight, 40,000 lbs.
 Freight cars, 2,886; average weight, 18,000 lbs.
 Other cars, 105; average weight, 14,000 lbs.

EQUIPMENT—NOT OWNED BY THE COMPANY.

(Not included above).

Locomotives, 55,*; owned by United States Rolling Stock Company.
 Express and baggage cars, 20; owned by United States Rolling Stock Company.
 Passenger cars, 42; owned by United States Rolling Stock Company.
 Drawing-room and sleeping-cars, 15; owned by Pullman Palace Car Company.
 Freight cars, 3,111; owned by United States Rolling Stock Company.

Terms of service:

Engines \$200, passenger cars \$100, express and baggage cars \$37.50, freight cars \$18.75 per month; drawing-room and sleeping-cars 4 cents per mile run by each car.

Brake in use on passenger cars: Ordinary hand-brake.

Method of bridging between passenger cars: Miller's coupling and platform.

HEATING AND LIGHTING OF CARS.

Passenger cars heated by coal stoves. Means of lighting same: Candles.

Total number of persons employed in operating the road, entire line, 4,878; proportion for Ohio, 3,454.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains.....	40	miles.
Average rate of same, including stops.....	25	"
Highest rate allowed mail and accommodation trains.....	28	"
Average rate of same, including stops.....	20	"
Highest rate allowed freight trains.....	15	"
Average rate of same, including stops.....	10	"

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged for the respective classes per mile.	First.	Second.	Third.
	Cents.	Cents.	Cents.
Highest fare for the shortest distance carried.....	5	.....	.....
Highest, for more than 8 and less than 30 miles.....	4	.....	.....
Highest, for more than 30 and less than 100 miles.....	3.50	.....	.....
Highest, for the whole length of the main road in Ohio....	3	2.60	1
Lowest fare for through passengers.....	2.16	2	1

* Of the 55 engines not owned by this company, only sixteen are in use. The balance are narrow gauge, to be used when the gauge of the track is changed.

Amount charged in addition to regular passenger fare, in sleeping or other cars run on the road :

For berth, \$2; section, \$4; state room, \$4. No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes—through and local.	First.	Second.	Third.	Fourth.	Fifth.
	Cents	Cents.	Cents.	Cents.	Cents.
Highest rate for the shortest distance carried	32	28	24	20	12
Highest, for more than 5 and less than 30 miles	8.12	6.40	5.20	4.40	2.60
Highest, for more than 30 and less than 100 miles	5.14	4.33	3.70	2.90	1.70
Highest, for the whole length of the main road in Ohio.....	4.50	3.50	2.70	2.33	1.30
Lowest rate for through freight.....	2.75	2.33	2	1.25	1

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ?

United States and Adams Express.

State on what terms as to rates, use of track, machinery, repairs of cars, etc ?

The United States Express Company pays regular first-class rates; the Adams Express Company pays 27 cents per 100 lbs. on all shipments.

Name and post-office address of the principal agents of each, or its officers in Ohio ?

United States Express Company—E. M. Matthews, Superintendent, Cleveland, Ohio :
C. Cone, Superintendent, Toledo, Ohio.

Adams Express Company—J. J. Rhodes, Assistant General Superintendent, Cincinnati, Ohio.

What freight, transportation, and other special lines run on your road ?

Great Western Dispatch Company.

Erie and Pacific Dispatch Company.

State terms as to rates, use of track, machinery, repair of cars, etc., with each ?

These freight lines ship their goods at the regular tariff rates from time to time established, and are in all respects on same footing as other shippers, and receive commissions according to the different classes of freight shipped.

Name and post-office address of the principal agents of each line, or its officers, in Ohio ?

B. H. Barney, agent Great Western Dispatch, Cleveland, Ohio.

N. H. McLean, agent Erie and Pacific Dispatch Company, Cincinnati, Ohio.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

	Miles.
New iron rail, weight 60 pounds per yard	15
Re-rolled iron	43 80
Spliced and mended iron	16
Steel rail, weight 64 pounds per yard	14.60
Steel-capped rail, weight 67 pounds per yard, re-rolled	12.30
Total	101.70
Steel and capped rail in use, entire line.....	121

MILEAGE OF LOCOMOTIVES AND CARS, ENTIRE LINE.

Locomotives.

Hauling passenger trains.....	1,014,687
Hauling freight trains.....	3,964,972
Construction and other trains.....	131,793
Total	5,111,452

Cars.

Passenger cars	3,471,902
Express and baggage cars	1,138,627
Freight cars	44,421,160
Caboose cars.....	2,152,123
Total	51,183,812

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries in Ohio to employes, fatal and non-fatal.....	\$1,523 80
For injuries in Ohio to others, fatal and non-fatal.....	68 45
For loss and damage of goods and baggage, entire line.....	19,596 37

ANIMALS KILLED IN OHIO.

36 horses	\$380 00
2 mules	
153 cattle.....	1,235 20
150 sheep	96 50
22 hogs	
Total	1,711 70

FUEL CONSUMED.

Cords wood	15,868
Tons coal	127,222

DOINGS IN TRANSPORTATION—ENTIRE LINE.

Passengers.

Number carried, of all classes	957,940
Average number carried in each car.....	11
Total mileage, or number carried one mile.....	38,778,238
Average number of miles traveled by each.....	40.48
Average amount received for each.....	\$1.07.55
Average amount per mile received for each	02.66

Freight.

Number tons through.....	455,806
Number tons local.....	2,149,282
Total.....	2,605,088
Average tons freight in each car	6½
Total movement, or tons carried one mile.....	272,297,096
Average amount received for each ton	\$1.59.63
Average amount per mile received for each	1.52

TONNAGE CLASSIFIED.		Tons.	Per cent.
Coal.....	890,316	34	
Stone, lime, sand, etc	88,755	03	
Petroleum.....	187,278	07	
Ores	264,720	10	
Pig and bloom iron	99,548	04	
Railroad iron (iron and steel rails) not separated from other tonnage	-----	----	
Other iron and castings	89,451	04	
Lumber and other forest products	113,915	04	
Live stock.....	54,406	02	
Grain	119,360	05	
Other agricultural products.....	75,514	03	
Flour	77,637	03	
Provisions (beef, pork, lard, etc).....	53,772	02	
Manufactures, including agricultural implements	60,122	02	
Merchandise.....	183,728	07	
Supplies for company's use	246,566	10	
Total.....	2,605,088	100	

EARNINGS, OPERATING EXPENSES, ETC, FOR THE YEAR ENDING JUNE 30.

EARNINGS.		
From passenger transportation—		
Through	\$339,105 02	
Local.....	691,169 67	
	<hr/>	\$1,030,274 69
From freight transportation—		
Through	\$1,624,572 13	
Local.....	2,533,930 21	
	<hr/>	\$4,158,502 34
From mail.....		42,877 17
From express.....		91,982 60
From all other sources of income, including rents, etc.....		133,259 06
Total earnings.....		<hr/> \$5,456,895 86

OPERATING EXPENSES.		
Maintenance of way and structures.....	\$555,063 64	
Maintenance of cars	317,009 61	
Motive power	417,464 27	
Conducting transportation.....	2,083,924 96	
General expenses:		
Taxes—Ohio	\$71,159 58	
Pennsylvania	2,276 92	
New York.....	11,474 48	
Other general expenses.....	111,600 69	
Total general expenses	<hr/> \$196,511 67	

Atlantic and Great Western.

Total operating expenses, being 65.42 per cent. of earnings	\$3,569,974 15
Net earnings	\$1,886,921 71

AMOUNTS PER MILE (605 MILES.)

Earnings.....	\$9,019 66	Proportion for Ohio (429 miles)	\$3,869,434 14
Operating expenses.....	5,900 78	“ “	2,531,434 62
Net earnings.....	348 88	“ “	1,337,999 52

RECEIPTS AND PAYMENTS IN ADDITION TO OPERATING EXPENSES.

RECEIPTS.

From sale of bonds.....	\$1,564,483 83
From sale of real estate	5,110 81
From increase of floating debt, chiefly consisting of advances on bonds of the company	2,338,452 88
Total	\$3,908,047 52

PAYMENTS.

Interest on bonds.....	\$1,789,583 42
Bonds of the company cancelled.....	385,100 00
Lease of other roads—	
Cleveland and Mahoning Valley Railroad	\$562,517 26
Cincinnati, Hamilton and Dayton Railroad.....	153,545 11
Sharon to State Line.....	1,750 00
	\$717,812 37
Construction of new work.....	1,727,901 01
Additional real estate	1,949 41
Hire of cars and engines.....	523,816 93
Rent of docks and lots	4,433 90
Total.....	\$5,150,597 04

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock.....	\$24,358,700 00
Funded debt	62,800,692 34
Due to other companies and individuals.....	2,899,403 78
Total	\$90,058,796 12

ASSETS.

Cost of road	\$87,159,392 34
Supplies on hand.....	604,816 98
Cash on hand and in hands of agents.....	624,424 65
Due by other companies and individuals.....	381,541 74
Bonds and other securities pledged as collateral for loans included in our liabilities	1,288,620 41
Total.....	\$90,058,796 12

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 13, 1872. M. W. Forbes, conductor, Cleveland: injured while changing crooked link for straight one; hips badly bruised; want of caution.

July 19, 1872. S. Brown, switchman Leavittsburg yard; injured; fell while coupling cars; empty coal car ran over both feet; ankles sprained and bruised; no bones broken; cause beyond his own control.

July 22, 1872. J. Donahue, brakeman, Cleveland yard: injured coupling cars; hand crushed and one finger cut off; want of caution.

July 23, 1872. Ed. Manyan, boy, Cleveland, on R. & Co.'s coal dock: injured; fell between cars and railing of dock; one arm and two fingers of the other hand cut off.

August 18, 1872. John King, passenger, near Potter station: killed; got up in sleep and walked off rear end of sleeping car; train in motion; injured internally; died in about five hours; want of caution; no inquest.

August 21, 1872. John Kearnes, brakeman, Cleveland: injured coupling cars; fingers crushed; want of caution.

August 23, 1872. ——— McFarland, near Cleveland: injured; walking on track; alarm sounded; looked back twice; did not get off track; engine struck him; skull fractured.

August 26, 1872. J. Folger, Newburgh: injured; alarm sounded; did not get off track; engine struck him and cut his scalp severely; returned home next day; was intoxicated at time.

August 26, 1872. Peter Bradley, switchman Kent yard: killed; standing on front end of switching engine; leg caught between draw-heads of engine and caboose; died in four hours; want of caution; no inquest.

August 27, 1872. F. Johnson, brakeman, Cleveland: injured switching train; coupling cars; hand hurt; want of caution.

August 29, 1872. Wm. Kirby, brakeman, Seville: killed; fell from top of moving train in going from one car to another; left leg crushed and amputated; died in forty-eight hours; cause beyond control; no inquest.

August 31, 1872. J. Lyman, Mahoning: injured; climbed on cars to get across track; train started, and he fell under; had right leg crushed above the ankle; amputated; was not seen till after accident.

September 8, 1872. L. McBane, brakeman, Mansfield: injured; fell while getting on moving train; ankle sprained; injury slight; want of caution.

September 14, 1872. John Burns, brakeman, Cleveland: injured coupling cars; thumb and two fingers crushed; want of caution.

September 17, 1872. Peter Heslin, one mile east of Burghill: killed; was lying on track intoxicated; train ran over him, crushing both legs; died fifteen minutes afterwards.

September 17, 1872. S. Eichholtz, brakeman, Dayton: injured; left hand caught while coupling cars; four fingers badly crushed; had to be amputated; want of caution.

September 18, 1872. Thomas Campion, brakeman, Cleveland: injured coupling cars; hand and two fingers crushed; want of caution.

September 27, 1872. Robert Baker, brakeman, Cleveland: injured switching train; went between tender of engine and flat-car unknown to any one, and was crushed through bowels and hips; want of caution.

September 28, 1872. Wm. Taylor, brakeman, Leavittsburg yard: injured while making coupling; had right hand caught between dead-woods; arm badly bruised; no bones broken; want of caution.

September 28, 1872. John Elsrow, Wm. Sarriott and H. Bingham, section-men, Woodland: injured; train-men were making running switch of car of iron; Elsrow was standing on car, the other two sitting with legs over end; brake-chain broke, and car ran into a car of slabs on switch; Elsrow thrown off; other two caught between iron and slabs; Elsrow's right arm broken; Sarriott's legs cut and back injured; Bingham's legs and feet injured; men were warned in time; want of caution.

September 30, 1872. John Reese and ——— Agne, bankmen at Kline bank switch (Vienna Branch): injured by explosion of engine number 207; former severely scalded; latter slightly; they were passing at the time.

September 30, 1872. Pat. Bolan, section-man, Seville: injured; attempted to get up on train on which he had been loading iron; leg caught between dead-woods as train was slacking back; leg pinched and one bone broken; want of caution.

October 5, 1872. A boy seven years old, Forest street crossing, Cleveland: injured; stole a ride on front of engine; fell off; arm broken and scalp badly cut. Nothing was known of it till he was found under the ash-pan crying for help.

October 5, 1872. L. Milliard, brakeman, Aurora: injured; was switching a car on to siding with push-bar; bar flew out, breaking his jaw-bone; cause beyond control.

October 10, 1872. C. A. Tully, brakeman, Aurora: injured; brake-wheel came off, and he fell on side of car, badly bruising his body; no severe injuries; cause beyond control.

October 11, 1872. A. Bradley, brakeman, Cleveland: injured coupling cars; two fingers crushed; want of caution.

October 14, 1872. Chas. Schroder, Cleveland: injured from gross carelessness on his part; was climbing over track between cars, when they came together, crushing leg.

October 16, 1872. Wm. Sharrock, brakeman, Burwick: injured while making coupling; right hand caught between dead-woods; badly bruised; want of caution.

October 17, 1872. Louis Lamont, switchman, Dayton: injured; left hand caught between pin and dead-wood while making coupling; one finger bruised; want of caution.

October 17, 1872. Burt. Tilden, brakeman, Leavittsburg yard; injured; caught between tender and cars; left shoulder and back hurt, and left elbow broken; cars were being staked out of side track; want of caution.

October 19, 1872. Samuel Cole, brakeman, Newburgh: injured while coupling engine to cars; arm broken; bolt running through drawhead caught his sleeve and held his arm; want of caution.

October 20, 1872. Wm. Whetro, brakeman, Ontario: injured; caught right hand between dead-woods while making coupling; thumb badly mashed; want of caution.

October 29, 1872. Thos. Salenger, Niles: killed; crossing river bridge; lay down to let engine pass; was struck by truck beam and knocked off; lived about an hour; no inquest.

October 30, 1872. J. J. Gilbert, brakeman, Youngstown: injured coupling cars to engine; arm badly broken; want of caution.

November 11, 1872. Emma Kief, seven years old, River-bed, Cleveland: injured; run over and both legs broken; was picking up chips close to track, where some carpenters were at work; was caught between oil-box of car and some lumber, and thrown under cars; carpenter pulled her out before hind trucks passed over her.

November 16, 1872. W. Cole, brakeman, Cleveland: injured coupling cars; one finger broken; want of caution.

November 16, 1872. John Maynes, engineer, Urbana: locomotive boiler exploded; supposed to have been caused by lack of water; instantly killed; want of caution; no inquest. Also L. B. Carter, brakeman on above mentioned engine at time of explosion; instantly killed; cause beyond his control; no inquest. Owen Duross, fireman, was on above mentioned engine at time of explosion; scalded and bruised considerably, but not dangerously; cause beyond control.

November 17, 1872. John Ames, brakeman, near Freedom station: fell between cars while train was in motion, and instantly killed; cause beyond control; no inquest.

November 19, 1872. L. Fallon, brakeman, Cleveland: injured switching train; coupling; finger broken and hand mashed; want of caution.

November 20, 1872. J. M. Buell, brakeman, Warren: injured coupling cars; foot slipped and was caught by brake-beam and dragged, breaking one leg, cutting off one finger, and hurting his head; want of caution.

November 21, 1872. John Donnan, brakeman, Galion: injured coupling cars; five fingers of right hand badly bruised; want of caution.

November 22, 1872. C. Pitcher, brakeman, Vienna Junction: injured coupling cars; arm badly pinched; want of caution.

November 24, 1872. C. F. Wishart, brakeman, Leavittsburg: injured while making coupling; thumb and forefinger taken off by being caught between cars; want of caution.

November 26, 1872. George North, conductor, Hubbard: injured; was stepping off caboose to throw switch; car came back and caught his foot; no bones broken; badly jammed; cause beyond his own control.

November 28, 1872. J. P. Holcomb, conductor, Akron: injured coupling cars; forefinger of right hand crushed; no bones broken; want of caution.

November 29, 1872. T. Kelly, brakeman, Cleveland: slightly injured; want of caution.

November 29, 1872. L. E. Herrington, brakeman, Ashland: injured while setting up brakes on top of train; two brake wheels came together, caught forefinger of left hand; cause beyond his control.

November 30, 1872. W. J. Fuller, brakeman, Solon: injured coupling cars; forefinger mashed; want of caution.

December 6, 1872. Neal McGonegan, Niles; killed: lying on track intoxicated; head-light of engine on siding prevented engineer seeing object on track.

December 6, 1873. S. S. Woodworth, brakeman, Cleveland: injured coupling engine to car; had two fingers crushed; want of caution.

December 7, 1872. John Kearney, Brier Hill: not seen in time to stop train; was injured internally; apparently intoxicated.

December 7, 1872. Thomas Rowland, sectionman; east of Thorn Hill: injured; did not move from track where he was walking until engine struck him; alarms sounded; arm broken; want of caution.

December 7, 1872. Thos. Keef, brakeman, Youngstown: injured coupling cars; forefinger cut off; want of caution.

December 7, 1872. John Holmes, brakeman, Leavittsburg: injured; fell from top of train, spraining one ankle; caused by brake wheel coming off when setting brakes; cause beyond control.

December 9, 1872. Wm. Dasset, fireman, Potter: injured; knocked out of cab window by mail bag hanging on mail catcher, when looking back for signals; head cut and body bruised; want of caution.

December 13, 1872. F. Benedict, brakeman, near Garrettsville; injured; train ran off track; jumped from cars into ditch and was injured about head and hips; cause beyond control.

December 13, 1872. Geo. Cook, brakeman, Youngstown: injured coupling cars; finger cut off; want of caution.

December 18, 1872. John Austin, fireman, near Windham: injured; flue burst; was driven by steam into gangway between engine and tender, and fell into cattle guard; three ribs broken; slightly scalded; cause beyond control.

December 19, 1872. G. W. Haise, switchman, Dayton: injured coupling cars; had right arm caught between timbers on ends of car; arm somewhat strained; cause beyond control.

December 20, 1872. Wm. Bryan, brakeman, Urbana: injured coupling cars; two fingers of right hand mashed; want of caution.

December 23, 1872. H. Ballou, brakeman, Leavittsburg yard: injured coupling cars; got foot caught in brake-beam; dragged length of one car; one bone of foot broken and body bruised; want of caution.

January 1, 1873. N. Burns, brakeman, Mahoning: injured coupling cars; hand mashed; want of caution.

January 1, 1873. M. Forbes, fireman, near Leavittsburg: injured; driving axle broke; arm broken in two places; cause beyond control.

January 2, 1873. Gilbert Smith, brakeman, Urbana: injured; hand was caught between pin and end of car by slacking back of train; thumb and forefinger of left hand mashed; cause beyond control.

January 6, 1873. Jacob Reed, brakeman, Akron: injured; coupling cars; third and fourth fingers of right hand caught; had to be amputated; want of caution.

January 12, 1873. A. G. Blacksten, brakeman, Mansfield: injured coupling cars; ankle pinched by foot slipping between drawheads; nothing serious; cause beyond control.

January 19, 1873. Jos. Baker, brakeman, Tallmadge: injured coupling cars; right hand badly bruised; cause beyond control.

January 20, 1873. L. McBane, brakeman, Galion: injured coupling cars; left hand caught; third finger amputated; two others badly bruised; want of caution.

January 21, 1873. Fred. Brown, brakeman, Leavittsburg: injured coupling cars; forefinger mashed; injury slight; want of caution.

January 29, 1873. Thos. Ward, employe, Niles: injured coupling cars; forefinger cut off; cause beyond control.

January 31, 1873. Jos. Trease, brakeman, Burbank: injured; train ran off track and he was thrown from top; head and body bruised; cause beyond his own control.

January 31, 1873. Unknown man, Mantua: killed; he was intoxicated. A. N. Farr acting coroner.

February 1, 1873. J. Hoffman, brakeman, Richwood: injured coupling cars; right hand caught and jammed; second finger taken off; want of caution.

February 5, 1873. J. Firestin, brakeman, Cleveland: injured; jumped off train; slipped on ice and sprained his wrist; want of caution.

February 5, 1873. J. Smith, two miles east of Niles: injured; struck by engine; slightly bruised on side; was sitting on end of tie apparently asleep.

February 5, 1873. C. Deichey, carpenter, Cleveland: injured; shoulder hurt while switching cars from repair track; want of caution.

February 12, 1873. L. Herrington, brakeman, Silver Creek : injured ; second finger of right hand caught in ears ; amputated ; want of caution.

February 12, 1873. J. G. Belville, brakeman, Urbana : injured coupling ; badly pinched through hips between two cars ; want of caution.

February 14, 1872. David Alger, brakeman, Marion : injured coupling ears ; right hand caught between drawheads ; hand crushed, but not seriously ; want of caution.

February 20, 1873. H. K. Jewitt, brakeman, Warren : injured coupling ears ; hand badly bruised ; lost thumb and middle finger ; want of caution.

February 24, 1873. Frank Drake, brakeman, Niles : injured coupling ears ; one finger cut off and another bruised ; want of caution.

February 27, 1873. Phil. Turner, brakeman, Leavittsburg : injured coupling ears ; hand crushed ; lost forefinger ; want of caution.

February 27, 1873. Phillip Mosier, Leavittsburg : killed ; run over ; died in about two hours ; was called to by train men as train was backing, but could not be made to hear ; was 70 years old and quite deaf.

March 1, 1873. Andrew Roch, New Lisbon : slightly injured ; says it was his own fault.

March 4, 1873. Chas. Johnson, switchman, Kent yard : injured coupling ears ; left hand caught between deadwoods ; one finger amputated ; want of caution.

March 5, 1873. Wm. Daggott, switchman, Dayton : injured coupling ears ; right arm caught between deadwoods and slightly pinched ; want of caution.

March 10, 1873. S. Renz, brakeman, Youngstown : injured coupling ears ; crushed ; want of caution.

March 14, 1873. Unknown woman, Springfield : injured ; came on track to drive her cow off and was struck by engine ; not seriously injured.

March 22, 1873. S. J. Lindsay, switchman, Galion : injured coupling ears ; left hand caught ; forefinger and thumb taken off ; want of caution.

March 26, 1873. W. C. Brown, conductor, Richwood : injured ; was standing on main track ; his train on side track ; express train came on main track and struck him ; badly bruised ; want of caution.

March 26, 1872. Patrick Masterson, Leetonia : killed ; attempted to cross track in front of express train ; had passed both rails when pilot of engine struck him ; ribs broken and skull cracked ; died in two hours ; was 103 years old.

March 29, 1873. David Rike, conductor, Peoria : injured coupling ears ; right arm caught between deadwoods and severely bruised ; want of caution.

March 29, 1873. Geo. B. Elliott, brakeman, Dayton : injured coupling ears ; right hand caught and severely bruised ; no bones broken ; want of caution.

April 2, 1873. Richard Garvin, brakeman, West Salem ; killed ; slipped from top of train and was run over ; both legs cut off ; lived a short time ; cause beyond control.

April 2, 1873. Tod Hughes, brakeman, Youngstown ; injured coupling ears ; hand crushed ; want of caution.

April 7, 1873. D. Joice, brakeman, Leavittsburg : injured coupling ears ; thumb crushed ; want of caution.

April 10, 1873. Wm. Vogan, brakeman, New Lisbon : injured ; going down ladder between box cars, was caught by hip and knee ; hip dislocated ; want of caution.

April 12, 1873. Jas. Rawley, trackman, West Solon : killed ; struck by engine while crossing track ; was intoxicated ; want of caution. Coroner's verdict, "No censure to company."

April 16, 1873. E. L. Wright, brakeman, Leavittsburg : injured foot ; caught in switch-rods and run over by caboose ; bruised ; no bones broken ; want of caution.

April 17, 1873. Pat. Holloran, brakeman, Youngstown : in passing from one car to another end of car fell down and threw him between cars ; instantly killed ; cause beyond control.

May 2, 1873. L. A. Cornell, conductor, Ashland : injured ; iron safe fell on him while assisting to unload it ; severe contusion of left arm and right knee ; cause beyond control.

May 5, 1873. Andrew McMillen, brakeman, Youngstown : injured coupling cars ; right hand cut off ; want of caution.

May 13, 1873. Henry Abery, Youngstown : killed ; fell across track in front of engine ; was intoxicated ; coroner's verdict—"no censure to company."

May 13, 1873. Ann Eagan, a little girl, north end of tunnel, Cleveland : injured ; ran under car just as train was moving ; arm had to be amputated.

May 15, 1873. Edward Bent, fourteen years old, Mantua : killed ; got on top of box-car and commenced to turn brake ; hand slipped, and he fell between cars and was run over ; had been repeatedly warned to get off.

May 16, 1873. David Owls, Youngstown : injured ; standing on crossing ; train struck him ; skull fractured ; will recover ; all necessary warnings given.

May 17, 1873. N. Finn, Peoria : killed ; attempted to cross track in front of approaching express train ; no inquest.

May 17, 1873. Timothy Connelly, Youngstown : killed ; run over and both legs crushed ; was intoxicated and had wandered onto track ; no inquest.

May 19, 1873. J. Edmondstone, near Centreville : was found on track with head and right arm cut off ; verdict—"that man had been killed and laid on track and run over by some train previous to the one finding him ;" coroner's name unknown.

May 26, 1873. Michael Rote, laborer on gravel train, Windsor : killed ; fell while attempting to get on gravel train in motion ; want of caution ; verdict in accordance with the facts ; coroner's name unknown.

May 27, 1873. S. Granger, brakeman, Cleveland : injured coupling cars ; two fingers on right hand cut off ; want of caution.

May 31, 1873. Michael Angelo, of Coalburg, near Youngstown : killed ; attempted to jump on train in motion ; no inquest held ; supposed to have been intoxicated.

June 4, 1873. Jos. Beirbeck, brakeman, Youngstown : injured coupling cars ; two fingers slightly pinched ; want of caution.

June 4, 1873. M. Roland, section man, Akron : killed ; was working on track and did not notice approaching train on account of one passing on Cleveland, Mt. Vernon and Delaware Railway (parallel) ; want of caution ; whistle sounded, etc. ; no inquest.

June 6, 1873. Jos. Graham, brakeman, Warren : injured ; engine broke loose as he was setting brakes ; slipped and was caught by the legs ; left leg pinched between dead-woods ; cause beyond control.

June 9, 1873. Miron Westlake, brakeman, Youngstown : injured coupling cars ; arm caught between dead-woods and badly bruised ; want of caution.

June 10, 1873. L. M. Halfhill, brakeman, Wadsworth : injured coupling cars ; left hand mashed between draw-heads ; want of caution.

June 10, 1873. S. H. Browneller, brakeman, New Portage : injured ; hand slipped off brake-wheel ; fell from top of train in motion ; neck badly sprained ; cause beyond control.

June 13, 1873. Geo. Merchant, brakeman, Cleveland: slightly injured; squeezed between cars; hips and body bruised; want of caution.

June 13, 1873. J. S. Armstrong, passenger, (drover) Mahoning: injured; stepped out of caboose at night to look after his stock; fell into culvert from steps of caboose; feet sprained and back slightly injured; cause beyond control.

June 18, 1873. Pat. Brady, brakeman, Cleveland: injured; foot caught between draw-heads; bruised; want of caution.

June 24, 1873. W. S. McGuire, passenger, one mile east of Ashtabula, Youngstown and Pittsburgh Railroad: was pushed off train by another passenger, J. E. Shifler, receiving injuries causing death in about twelve hours; cause beyond his own control; Shifler held in \$3,000 bail for manslaughter; verdict in accordance with above.

June 25, 1873. Thos. Ward, conductor, Mineral Ridge Junction: killed getting on train while in motion; hand slipped and he fell across track; cars passed over him; want of caution.

June 27, 1873. Peter Stanton, two miles east of Thorn Hill: injured; struck by engine; arm broken and otherwise injured; necessary signals given.

RECAPITULATION.

Killed—passengers—cause beyond control	1
“ “ want of caution	1
Total passengers	2
Killed—employees—cause beyond control	5
“ “ want of caution	6
Total employees	11
Killed—others	10
Total killed	23
Injured—passengers—cause beyond control	1
Injured—employees—cause beyond control	19
“ “ want of caution	68
Total employees	87
Injured—others	17
Total injured	105

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
George B. McClellan	New York City.
J. H. Devereux	Cleveland, Ohio.
A. S. Hewitt	New York City.
Lloyd Aspinwall	“ “
Lawrence Wells	“ “
W. B. Duncan	“ “
S. L. M. Barlow	“ “
J. B. Hodgskin	“ “
Sobieski Ross	Philadelphia, Penn.
John Tod	Cleveland, Ohio.

Reuben Hitchcock.....	Painesville, Ohio.
H. P. Sharpe	London, England.
Jas. McHenry.....	“ “
Geo. B. McClellan, President.....	New York City.
J. H. Devereux, Vice President and General Manager.....	Meadville, Penn.
Thos. Warnock, Auditor	“ “
Jas. B. Hodgskin, Treasurer.....	New York City.
Chas. Day, Secretary	“ “
F. E. Rittman, Cashier.....	Meadville, Penn.
Robt. E. O'Brien, Assistant General Superintendent	“ “
B. H. Kidder, Master Mechanic.....	“ “
Robt. E. O'Brien, Chief Engineer.....	“ “
W. B. Shattuc, General Ticket Agent.....	“ “
J. M. Osborn, General Freight Agent	“ “
R. B. Browne, Purchasing Agent	“ “

State of Pennsylvania, County of Crawford, ss :

J. H. Devereux, Vice-President and General Manager of the Atlantic and Great Western Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed.]

J. H. DEVEREUX,
Vice-President and Gen'l Manager.

Subscribed and sworn to, before me, this 2d day of October, A. D. 1873.

[Seal.]

G. W. ADAMS, *Notary Public.*

ATLANTIC AND LAKE ERIE RAILWAY COMPANY.

LENGTH OF PROPOSED LINE—GIVING TERMINAL POINTS.

From Pomeroy via Bucyrus to Toledo	235 miles.
Length graded.....	98.8 "

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1873, inclusive :	
For grading and masonry	\$450,206 39
" timber and ties.....	39,563 95
" right of way	63,694 30
" fencing	116 67
" civil engineering	66,276 66
" contingent expenses.....	23,083 91
" dock and depot grounds at Toledo.....	45,000 00
" printing and stationery.....	917 58
" taxes	23 62
" real estate.....	234 99
" office furniture and instruments.....	2,494 09
Total	<u>\$691,612 16</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$5,000,000 00
Amount subscribed.....	\$1,486,583 40
Amount paid in (common).....	541,663 55
Increase since June 30, 1872.....	166,107 14
Stockholders residents of Ohio, 2,979.	
Amount held and owned by them June 30, 1873.....	539,663 55

DEBT.

No funded debt.	
Amount of floating debt not secured by mortgage (retained per cent. on contracts included).....	187,924 28
Increase since June 30, 1872.....	98,345 83

Total amount of paid in stock and debt	<u>\$729,587 83</u>
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RECEIPTS, EXPENDITURES, Etc., FOR YEAR ENDING JUNE 30.

RECEIPTS.

From subscriptions to capital stock.....	\$166,107 14
" increase of floating debt.....	98,345 83
" all other sources of income for the year—interest collected.....	2,529 08
Total.....	<u>\$266,982 05</u>

EXPENDITURES.

For taxes	\$23 62
“ construction account	226,648 69
Total	\$226,672 31

GENERAL BALANCE SHEET JULY 1, 1873.

LIABILITIES.

Capital stock	\$541,663 55
Bills payable	44,300 00
Interest	2,334 07
Due R. MacLeod	578 15
“ contractors (retained per cent. included)	143,046 13
	<hr/> \$731,921 90

ASSETS.

Right of way	\$63,694 30
Construction	582,917 86
Dock and depot grounds, Toledo	45,000 00
Bills receivable	23,201 87
Cash, etc	17,107 87
	<hr/> \$731,921 90

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

E. H. Dewey	New York City.
Thos. Ewing	Lancaster, Ohio.
Chas. Foster	Fostoria, “
V. B. Horton	Pomeroy, “
G. B. Johnson	Granville, “
H. P. Platt	Toledo, “
D. Richards	Mt. Gilead, “
D. B. Stewart	Athens, “
Wager Swayne	Toledo, “
James Taylor	New Lexington, O.
D. W. Swigart	Bucyrus, Ohio.

D. W. Swigart, President	Bucyrus, Ohio.
J. B. Gormley, Secretary and Treasurer	“ “
Robert MacLeod, Engineer	“ “

State of Ohio, County of Franklin, ss :

D. W. Swigart, President of the Atlantic and Lake Erie Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed.]

D. W. SWIGART,
President.

Subscribed and sworn to, before me, this 23th day of August, A. D. 1873.

O. L. WOLCOTT,
Commissioner.

BALTIMORE, PITTSBURGH AND CHICAGO RAILWAY COMPANY—OHIO DIVISION.

The proposed line is from Centerton, Huron county, via Tiffin, to Indiana State line, in Hicksville township, Defiance county, 110 miles.

The Baltimore, Pittsburgh and Chicago Railway Company, Ohio Division, began the construction of its road from a point on the Lake Erie Division of the Baltimore and Ohio Railroad, near Centerton, Ohio, in May of the present year.

It is impossible for the company to state, with any degree of accuracy, the length of line graded on the 30th day of June, 1873, or to give a statement of the expenditures up to that date. I could not give the cost of the various items named in the blank report sent to me—such as right of way, grading, masonry, etc., etc.

The company proposes to consolidate with the two companies organized in Indiana and Illinois, so as to form one corporation, controlling a line of railway from Chicago to the point named, on said Lake Erie Division; and it is expected that the grading of the entire line, from the eastern terminus in Ohio to the west line of Indiana, will be completed about December of the present year.

The amount of stock subscribed is six thousand and five (6,005) shares—fifty dollars a share (\$300,250). Amount paid in is ten per cent. (\$30,025). There are no mortgages or bonds.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Walter C. Quincy	Columbus, Ohio.
Wm. C. Holgate.....	Defiance, “
John Gardiner	Norwalk, “
A. D. Smith.....	Columbus, “
Wm. Keyser.....	Baltimore, Md.
Jno. K. Cowan.....	“ “
George R. Dennis.....	Frederick City, Md.
Walter C. Quincy, President.....	Columbus, Ohio.
Wm. Wing, Secretary and Treasurer.....	“ “

(Signed.)

W. C. QUINCY,
President.

BALTIMORE SHORT LINE RAILWAY COMPANY.

First report. Organization completed February, 1872.

LENGTH OF PROPOSED LINE—GIVING TERMINAL POINTS.

From Warren's Station, via Hocking Valley, to Belpre, thirty miles.

Length graded, no continuous mile finished; length laid with rail, none.

CONSTRUCTION ACCOUNT.

Expenditures up to June 30, 1873, inclusive:

For grading and masonry.....	\$178,443 17
“ right of way	74,599 64
“ civil engineering	20,751 66
“ interest and discount.....	6,496 90
“ contingent expenses	3,215 73
Total.....	\$283,507 10
Amount per mile (30 miles)	\$9,450 23

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$500,000 00
Amount subscribed.....	\$302,050 00
Total amount paid in	101,195 00
Amount of stock paid in per mile (30 miles).....	\$3,373 16
Stockholders, residents of Ohio, nine.	
Amount of stock held and owned by them, June 30,	50,695 00
Amount of floating debt (not secured by mortgage).....	182,312 10
Amount of debt per mile (30 miles)	\$6,077 07
Total amount of paid in stock and debt.....	\$283,507 10
Total amount per mile (30 miles)	\$9,450 23

RECEIPTS, EXPENDITURES, ETC., FOR YEAR ENDING JUNE 30.

RECEIPTS.

From subscriptions to capital stock.....	\$101,195 00
“ increase of floating debt	182,312 10
Total.....	\$283,507 10

EXPENDITURES.

For construction.....	\$283,507 10
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GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock	\$101,195 00	
Marietta and Cincinnati Railroad Company, for cash advances	147,327 99	
Due contractors	34,984 20	
		\$283,507 10

ASSETS.

Railway	283,507 10
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NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
John Waddle	Cincinnati, Ohio.
John King, Jr.	Baltimore, Md.
John Donnell Smith	" "
W. T. McClintick	Chillicothe, Ohio.
W. H. Oldham	Marietta, "
Daniel B. Stewart	Athens, "
George Dana	Belpre, "
John Waddle, President	Cincinnati, "
Charles F. Low, Secretary	" "
W. E. Jones, Treasurer	" "
E. E. Mason, Chief Engineer	" "

State of Ohio, County of Hamilton, ss. :

John Waddle, President of the Baltimore Short Line Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of the company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A.D. 1873, according to the best of his knowledge and belief.

[Signed]

JOHN WADDLE, *President.*

Subscribed and sworn to before me, this 17th day of September, A.D. 1873.

[SEAL.]

C. B. DECAMP, *Notary Public.*

CARROLLTON AND ONEIDA RAILROAD COMPANY.

[ROAD ALL IN CARROLL COUNTY, OHIO.]

LENGTH OF LINE—GIVING TERMINI.

From Carrollton to Oneida.....	12	miles.
Aggregate of sidings and other tracks (600 feet) .....	.113	"
Total length of rail.....	12.113	"

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$20,000	00
Total amount paid in, common	14,000	00
Amount paid in per mile (12 miles).....	\$1,165	00
Number of stockholders, residents of Ohio, 21.		
Amount of stock held and owned by them June 30.....	14,000	00

COST OF ROAD, EQUIPMENT, ETC.

Right of way.....	\$5,416	16
Construction	101,000	00
Equipment.....	1,045	00
Total.....	\$110,461	16
Cost per mile (12 miles).....	\$9,205	09

CHARACTERISTICS, Etc.

LINE LAID WITH RAIL.

Main track.....	12	miles.
Aggregate of sidings and other tracks (600 feet) .....	.113	"
Total length of rail.....	12.113	"
Gauge of road, 4 feet, 10 inches.		

BRIDGES, TRESTLES, ETC.

Bridges.

Wood	5
Greatest age	7 years.
Aggregate length.....	302 ft.

Trestles.

Two: Greatest age	7 years.
Aggregate length.....	88 ft.

Stations.

Passenger and freight combined.....	2
Water and fuel	2
Engine-houses, 1; value.....	\$300 00

EQUIPMENT.

Locomotives, 1; weight, 7 tons; cost, \$3,000.00.

Express and baggage cars, 1; cost, \$300.00.

Passenger cars, 2; average cost, \$900.00.

Freight cars, 2; average cost, \$110.00.

Other cars, 1; cost, \$50.00.

Kind of brake in use on passenger cars: common.

Method of heating cars: With stove and use of bituminous coal.

Total number of persons employed in operating the road..... 3

Average speed of trains per hour..... 12 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile.

Highest rate per mile for the shortest distance carried..... 6½ cents.

FREIGHT.

Rate per ton per mile charged for the various classes carried.

First, 15 cents; second, 13 cents; third, 12 cents; fourth, 10 cents; and fifth, 9 cents.

EXPRESS COMPANIES, Etc.

What express companies run on your road?

Union Express Company.

State terms as to rates, use of track, machinery, repair of cars, etc.?

They pay us \$25.00 per month.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

Hauling passenger and freight trains..... 7,992

CARS.

Passenger cars..... 7,992

Express and baggage cars..... 7,992

Freight cars..... 7,992

Total..... 23,976

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For damages by fire, caused by locomotives..... \$165 00

FUEL CONSUMED.

Wood..... 5 cords

Coal..... 2,0 00 bushels

DOINGS IN TRANSPORTATION.

Passengers.

Number carried, of all classes..... 3,433

Total mileage, or number carried one mile..... 41,196

Average miles carried	12
Average amount received for each	75 cents.
Average amount per mile received for each	6 $\frac{1}{4}$ cents.

Freight.

Tons carried, not classified	1,005
Total movement, or tons carried one mile	12,060
Average amount received for each ton	\$2 77.51
Average amount per mile received for each ton	23.12

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$2,575 22
“ freight transportation	2,789 02
“ mail	500 00
“ express	300 00
Total earnings	\$6,164 24

OPERATING EXPENSES.

Total (items not kept) being 67.51 per cent. of earnings.	\$4,161 78
Net earnings	\$2,002 46

AMOUNTS PER MILE OF ROAD (12 MILES).

Earnings	\$512 85
Operating expenses	346 81
Net earnings	166 04

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Dividends rate 15 per cent.	\$2,100 00
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NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

H. A. Stidger	Carrollton, Ohio
J. Helfrich	“ “
James Huston	“ “
J. E. Ebersole	“ “
W. Butler	“ “
C. A. Shober	“ “
S. Sterling	“ “
H. A. Stidger, President	Carrollton, Ohio.
J. Helfrich, Vice President	“ “
M. T. Wiggins, General Manager, Superintendent, Engineer, Master of Transportation, and Master Mechanic	“ “
S. L. Sterling, Secretary and Auditor	“ “
W. Butler, Treasurer	“ “
J. Helfrich, General Ticket Agent	“ “
S. Sterling, General Freight Agent	“

State of Ohio, County of Carroll, ss. :

M. T. Wiggins, Superintendent of the Carrollton and Oneida Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed.]

M. T. WIGGINS, *Superintendent.*

Subscribed and sworn to before me, this 20th day of September, A. D. 1873,

[Seal.]

H. A. STIDGER, *Notary Public.*

CENTRAL OHIO RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Bellaire, via Zanesville, to Columbus *	137	miles.
Aggregate of sidings, etc.	31.17	"
Total	168.17	miles.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized		\$3,000,000 09
Amount paid in—Common	\$2,437,950 00	
Preferred	411,550 00	
Total amount paid in		2,849,500 00
Increase of stock since June 30, 1872	\$4,000 00	
Amount of stock paid in per mile (137 miles)	20,799 27	
Number of stockholders, residents of Ohio	354	
Amount of stock held and owned by them June 30		\$544,250 00
No transfer office out of the State.		

DEBT.

First mortgage 6 per cent. bonds, due September 1, 1900	\$2,500,000 00
Amount of debt per mile (137 miles)	\$18,248 17
Total amount of paid in stock and debt	5,349,500 00
Total amount per mile (137 miles)	\$39,047 44

COST OF ROAD, Etc.

Right of way, construction, etc.	\$5,349,500 00
Cost per mile (137 miles)	\$39,047 44

RECEIPTS, EXPENDITURES, Etc., FOR YEAR ENDING JUNE 30.

RECEIPTS.

From lessee for rent of road	\$353,054 23	
From interest on bonds, in sinking fund	11,569 78	
		\$364,624 01
From all other sources of income for the year		857 80
Total		\$365,481 81

* Thirty-three miles, Columbus to Newark, owned jointly with P. C. & St. L. R'y Co.

EXPENDITURES.

For interest on bonds	\$150,000 00
For dividends, rate 6 per cent., on preferred stock	24,693 00
For dividends, rate 6 per cent., on common stock.....	146,157 00
For corrections of errors in former dividends	37 10
Applied to sinking fund.....	27,569 78
For expense of organization.....	2,990 70
Incidental expenses	567 71
Total.....	\$352,015 29

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock, preferred and common	\$2,849,500 00
Mortgage bonds, due September, 1890.....	2,500,000 00
Due to old organization	42,154 17
Due to unpaid bills, etc.	846 08
Profit and loss, or surplus.....	199,562 54
	\$5,592,062 79

ASSETS.

Construction and equipment	\$5,349,500 00
Columbus and Newark Division.....	2,511 12
Accounts and bills receivable	23,889 70
Baltimore and Ohio Railroad Company, on account contract	13,958 24
Trustees of sinking fund*.....	201,218 78
Cash	984 95
	\$5,592,062 79

* The trustees hold 216 bonds of the company, due September

1, 1890, of \$1,000 each; amount.....	\$216,000 00
Amount uninvested.....	13 78

Value of sinking fund for redemption of the bonds.... \$216,013 78

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Hugh J. Jewett	Columbus, Ohio.
Joseph R. Swan	"
William Dennison	"
Walter C. Quincy	"
Wm. H. Clement	Morrow, Ohio.
Daniel Applegate	Zanesville, Ohio.
John H. Heaton (now deceased).....	St. Clairsville, Ohio.
John King, Jr.....	Baltimore, Md.
Joseph H. Rieman.....	"
Joseph W. Jenkins	"
Walter B. Brooks	"
James Harvey	"
Joseph B. Ford.....	Wheeling, W. Va.

Hugh J. Jewett, President Columbus, Ohio.
 William Wing, Secretary "
 Daniel Applegate, Treasurer Zanesville, Ohio.

State of Ohio, County of Franklin, ss. :

H. J. Jewett, President of the Central Ohio Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed]

H. J. JEWETT, *President.*

Subscribed and sworn to before me this 30th day of August, A. D. 1873.

GEORGE DRIGGS, *Notary Public.*

REPORT OF BALTIMORE AND OHIO RAILROAD COMPANY, LESSEE.

CHARACTERISTICS.

LENGTH OF LINE LAID WITH RAIL.

Main track	137	miles.
Aggregate length of sidings and other tracks	31.17	"
Total length of rail embraced in preceding heads	168.17	"
Weight of rail per yard, on main track	60 and 64 and 72 lbs.	on heavy curves.
Gauge of road	4 ft. 10 in.	
Length of road ballasted	137	miles.
Material used—65 miles stone, 7½ miles gravel.		
Length re-ballasted since January 30, 1872	11	miles.
Material used—8 miles stone, 3 miles gravel.		

RAILROADS CROSSED AT GRADE.

1. Marietta and Pittsburgh Railroad	Cambridge.
2. Cincinnati and Muskingum Valley Railway	Zanesville.
3. Sandusky, Mansfield and Newark Railroad	Newark.
Do all trains on your road stop at these crossings? Yes.	
Are flagmen stationed at each?	
Not at Nos. 1 and 2; night and day at No. 3.	
Number of highways crossed at grade	105

BRIDGES, TUNNELS, ETC.

Bridges.

Wood, 62; aggregate length	4,807½	feet.
Iron, 4; "	768	"
Total	5,575½	"

Built within the year ending June 30 :

One iron, over McMahan creek; Bollman patent	110	"
Greatest age of bridges	wood, 20 years; iron, 20 years.	
Kept in perfect condition and repair.		

Tunnels.

Stone, 3; aggregate length	1,196 feet.
Wood, 2; "	757 "
Total	1,953 "

Stations, etc.

Passenger and freight combined	37
Water and fuel	17
Engine-houses	4
Shops for construction	4
Shops for repairs	4

Fencing.

Length built within the year ending June 30	2.86 miles.
Cost per rod	\$1 40
Additional necessary to inclose road on both sides	23.70 miles.

Reasons why not completed ?

On streams and where land owners have assumed duty of fencing.

EQUIPMENT.

Locomotives	37; average weight	*97,000 lbs.
Express and baggage cars	10; "	19,000 "
Passenger cars	26; "	24,000 "
Drawing-room and sleeping cars..	5; "	54,000 "
Freight cars	1,310; "	18,000 "
Other cars	43; "	14,000 "

Brake in use on passenger cars: Wheel or hand brake.

Method of bridging between cars: A movable platform or bridge.

HEATING AND LIGHTING OF CARS.

Cars belonging to Central Ohio Division heated by air-tight wood stoves for passenger cars; sleeping cars by coal stoves.

Cars belonging to Central Ohio Division lighted by candles.

Total number of persons employed in operating the road, entire line, 1,609.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains	30 to 35 miles.
Average rate of same, including stops	26 "
Highest rate allowed mail and accommodation trains	25 to 30 "
Average rate of same, including stops	23 "
Highest rate allowed freight trains	15 "
Average rate of same, including stops	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Rate of fare charged:

Highest fare for the shortest distance carried (no charge

less than 20 cents; shortest distance carried between

stations, $1\frac{1}{2}$ miles) 13.50 cents. |

Highest for more than 8 and less than 30 miles 4.17 " |

Highest for more than 30 and less than 100 miles 3.50 " 3d class 2 cents. |

* Including tenders.

Highest for the whole length of the main road..... 3.33 cents; 3d class 2 cents.
 Lowest rate for through passengers.....2 cents; 2d class 2.75 cents; 3d class 1 cent.
 Amount charged in addition to regular fare in sleeping or other cars run on your road:
 Berth, \$1.00; section, \$4.00; state-room, \$6 00.
 There is no addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes—through and local:

	First.	Second.	Third.	Fourth.
Highest rate for the shortest distance carried (1 mile)*	200 cts.	180 cts.	160 cts.	140 cts.
Highest for more than 5 and less than 30 miles.	13 “	10 “	9 “	7 “
Highest for more than 30 and less than 100 miles	7 “	5.66 “	5 “	4.25 “
Highest for the whole length of the main road..	6 “	5 “	4.50 “	3.50 “
Lowest rate for through freight.....	4 “	2.33 “	2 “	1 “

EXPRESS AND TRANSPORTATION COMPANIES

What express companies run on your road?

Adams express Company.

State terms as to rates, use of track, machinery, etc.

October 1 to May 1, \$100 per day; May 1 to October 1, \$80 per day. Excess in weight over 6,000 pounds westward or 4,000 pounds eastward, from May 1 to October 1, and over 14,000 pounds westward and 4,000 pounds eastward, from October 1 to May 1, at 50 cents per 100 pounds.

Name and post-office address of the principal agent in Ohio:

J. H. Rhodes, Superintendent, Cincinnati, Ohio.

No freight or transportation companies run on the road. The company own and control their own fast freight lines.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail, weight 60 lbs. per yard	2.00	
“ “ 64 “	19.24	
“ “ 72 “	5.00	
	—	26.24 miles.
Re-rolled iron	17.30	“
Spliced and mended iron	8.70	“
Steel rail, weight 65 lbs. per yard .....	.27	“
Total		52.51 miles.
Steel and “capped” rail in use, entire line .....	.54	“

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	367,203
Hauling freight trains	626,701
Hauling construction and other trains	300,000
Total	1,293,904

* Practically these rates are inoperative, as we carry nothing between stations that are only one mile apart.

Cars.

Passenger cars	984,548
Express and baggage cars	364,973
Freight cars	6,216,943
Cars in construction and other trains	165,323
Total	7,731,787

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to employes, fatal and non-fatal	\$995 64
For loss and damage of goods and baggage	1,262 41

ANIMALS KILLED.

Horses, 16; amount of damages paid	\$150 00
Mules, 1; " " .....	.....
Cattle, 42; " "	304 45
Sheep, 44; " "	42 00
Hogs, 15; " "	81 30
Total	\$577 75

FUEL CONSUMED.

Cords wood	1,794
Tons coal	37,054

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	229,790
Average number carried in each car	9
Total mileage, or number carried one mile	8,832,665
Average number of miles traveled by each	38.50
Average amount received for each	\$1 18
Average amount per mile received for each	03.07

Freight.

Tons carried	530,862
Average tons freight in each car	7½
Total movement, or tons carried one mile	47,148,967
Average amount received for each ton	\$1 35
Average amount per mile received for each	01.52

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	87,106	16.4
Live stock	35,960	6.8
Miscellaneous	407,796	76.8
Total	530,862	100

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$271,162 83
“ freight transportation	716,664 30
“ mail	24,123 12
“ express	31,112 20
“ all other sources of income, including rents, etc.....	1,787 69
Total earnings.....	<u>\$1,044,855 14</u>

OPERATING EXPENSES.

Maintenance of way and structures.....	\$325,452 33
Maintenance of cars and motive power	341,509 17
Conducting transportation.....	262,516 63
General expenses—taxes.....	\$24,555 81
Other general expenses.....	<u>15,111 04</u>
Total general expenses.....	<u>39,666 85</u>
Total operating expenses (being 92.75 per cent. of earnings).....	<u>969,144 98</u>
Net earnings	<u>\$75,710 16</u>

AMOUNTS PER MILE (137 MILES).

Earnings	\$7,626 68
Operating expenses	7,074 05
Net earnings.....	552 63

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

August 27, 1872. — Lemon, boy; near Zanesville; killed; attempted to get on freight train; fell, had one arm and leg broken; died same day.

November 2, 1872. Timothy Kelly, employe; at Claypool's; injured; had truck-car on track for his own use; struck by freight train; leg fractured; want of caution.

November 11, 1872. Wilson Groves, brakeman; near Concord; fell from freight train; head injured; want of caution.

November 22, 1872. Edward Ball; in West Zanesville yard; walking on track; killed; no inquest.

December 10, 1872. S. Dugan, brakeman; at Cambridge mines; fell off freight train; leg and back injured; want of caution.

December 16, 1872. William Crawford, brakeman; near Sonora; injured; top of car icy; slipped off; arm broken; want of caution.

February 11, 1873. George Daily, telegraph operator; Bellaire yard; injured; on freight train without permission; lost balance and fell off; leg broken; want of caution.

February 13, 1873. Henry Brown, brakeman; Black Hand; injured coupling cars; two fingers mashed; want of caution.

March 9, 1873. Philip King, freight brakeman; passing Cambridge coal-switch; injured; swung himself out of door in conductor's car—struck car, had arm broken, and died two months after with erysipelas; want of caution.

March 11, 1873. Griffith Mercer, employe at Zanesville; injured; attempted to get on engine passing through yard; lost a leg; want of caution.

April 25, 1873. James Murphy, brakeman; near Zanesville; fell off freight train; killed; inquest—J. D. Bonnett, coroner; want of caution.

June 4, 1873. Chas. H. Dolly, brakeman at Gibson's; injured coupling cars; arm bruised; want of caution.

June 6, 1873. Deaf and dumb boy; near Barnesville; injured; on track; struck by express; injuries slight.

RECAPITULATION

Killed—Employes—Want of caution	1
Others.....	2
Total.....	3
Injured—Employes—Want of caution.....	9
Others.....	1
Total.....	10

NAME AND RESIDENCE OF OFFICERS OF LESSEE.

DIRECTORS.

POST-OFFICE ADDRESS.

John W. Garrett, President.....	Baltimore, Maryland.
John King, Jr., 1st Vice-President	" "
Wm. Keyser, 2d Vice-President.....	" "
W. T. Thelin, Auditor.....	" "
W. H. Ijams, Treasurer	" "
William Wing, Cashier	Columbus, Ohio.
W. C. Quincy, General Superintendent.....	" "
Alex. Platt, Master Mechanic.....	Zanesville, "
A. C. Hoskins, Assistant Engineer	" "
L. M. Cole, General Ticket Agent.....	Baltimore, Maryland.
N. Guilford, General Freight Agent	" "
Benj. Williams, Purchasing Agent	" "

State of Ohio, County of Franklin, ss.:

W. C. Quincy, General Superintendent of the Central Ohio Division Baltimore and Ohio Railroad, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said Division, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said Division on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed]

W. C. QUINCY,

General Superintendent.

Subscribed and sworn to before me, this 2d day of September, A. D. 1873.

O. L. WOLCOTT, *Commissioner.*

CHICAGO AND CANADA SOUTHERN RAILWAY COMPANY.

LENGTH OF PROPOSED LINE—GIVING TERMINAL POINTS.

From Chicago, Illinois, to Detroit river, Michigan	250 miles.
Portion in Ohio	30 "
Length graded	75 "
Length laid with rail	46 "
Portion laid with rail in Ohio	4 "

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1873, inclusive:

For grading and masonry	\$1,418,000 00
" bridges	213,000 00
" superstructures	145,000 00
" iron rails, chairs and spikes	885,000 00
" timber and ties	126,000 00
" right of way and depot grounds	603,000 00
" fencing	26,000 00
" civil engineering and contingent expenses	210,000 00
" stations, machinery and fixtures	14,000 00
" locomotives and fixtures, cars, etc.	440,000 00
Total	<u>\$4,080,000 00</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$10,000,000 00
Amount subscribed	\$2,000,000 00
Total amount paid in	1,557,300 07

DEBT.

1st mortgage 7 per cent. bonds (due 1902), \$3,000,000 ; issued	\$1,400,000 00
Amount of floating debt not secured by mortgage	55,699 93
Total amount of paid in stock and debt	<u>\$3,013,000 00</u>

RECEIPTS FOR YEAR ENDING JUNE 30.

From subscriptions to capital stock	\$1,557,300 07
" sale of bonds	1,400,000 00
" all other sources of income for the year	15,011 38
Total	<u>\$2,972,311 45</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Sidney Dillon	New York City.
J. W. Converse	
Kenyon Cox	New York City.
John F. Tracy	
Daniel Drew	
David Dows	
George Goss	Grosse Isle, Mich.
Chester Warner	
Milton Courtright	New York City.
Milton Courtright	President.
J. W. Converse	Vice President.
Allyn Cox	Secretary.
Chester Warner	} Treasurers.
Kenyon Cox	
George Goss	General Manager.
D. Edwards	Superintendent.
Robert L. Harris	Chief Engineer.

State of Ohio, County of Lucas, ss:

David Edwards, Superintendent of the Chicago and Canada Southern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed.]

D. EDWARDS.

Subscribed and sworn to, before me, this 3d day of December, A. D. 1873.

NOAH H. SWAYNE, JR.,
Notary Public.

[SEAL.]

CINCINNATI AND BALTIMORE RAILWAY COMPANY.

[ROAD ALL IN OHIO.]

LENGTH OF LINE—GIVING TERMINAL POINTS.

From Cincinnati to Ludlow Grove.....	6 miles.
Double main track	4 "
Aggregate of sidings, etc.....	2 "
Total length of rail	12 "

LENGTH OF PROPOSED LINE—GIVING TERMINAL POINTS.

From Cincinnati to Loveland, [23 miles.]

The western portion, between Cincinnati and Ludlow Grove, 6 miles, being all now proposed to be built, is graded and laid with rail.

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1873, inclusive :

For embankment	\$429,886 67
" masonry	170,646 93
" bridges.....	81,526 37
" superstructures	21,591 19
" iron rails.....	154,290 78
" timber and ties.....	19,404 13
" right of way.....	256,187 10
" fencing.....	2,092 74
" civil engineering.....	15,062 01
" passenger and freight stations.....	9,543 51
" interest and discount.....	98,391 04
" contingent expenses.....	15,901 63
" water stations.....	5,832 74
" locomotive expenses	62,940 65
Total	\$1,343,297 49
Amount per mile of road (6 miles)	\$223,882 91

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$800,000 00
Amount subscribed	\$695,550 00
Total amount paid in.....	693,005 00
Increase since June 30, 1872	22,505 00
Amount of stock paid in per mile (6 miles).....	115,500 83
Stockholders residents of Ohio, 27.	
Amount of stock held and owned by them June 30.....	586,805 00

DEBT.

1st mortgage 7 per cent. bonds (due January, 1900).....	\$315,000 00
Increase since June 30, 1872	\$1,000 00
Amount of floating debt not secured by mortgage.....	337,055 97
Increase since June 30, 1872.....	278,603 23
Total amount of funded and floating debt.....	712,055 99
Increase since June 30, 1872	279,603 23
Amount of debt per mile (6 miles).....	118,676 00
Total amount of paid in stock and debt.....	1,405,050 97
Total amount per mile (6 miles).....	234,176 83

COST OF ROAD, ETC.

Right of way.....	\$256,187 10
Construction	1,087,110 39
Total	\$1,343,297 49
Cost per mile (6 miles).....	223,882 91
Value of real estate owned by company, exclusive of roadway	48,207 82

RECEIPTS, EXPENDITURES, ETC., FOR YEAR ENDING JUNE 30.

RECEIPTS.

From subscriptions to capital stock	\$22,505 00
From sale of bonds.....	1,000 00
From increase of floating debt.....	278,603 23
From lessee for rent of road, all paid by lessee directly to the holder of stock and bonds, for interest and dividends. [Amount reported thus paid by lessee, \$16,288.33.]	
Total	\$302,108 23

EXPENDITURES.

For interest on bonds, dividends, taxes and expense of organization, all paid by lessee.	
Construction.....	\$240,346 75

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock.....	\$693,005 00
Mortgage bonds.....	315,000 00
Marietta and Cincinnati Railroad Company, cash advances..	228,335 28
Bills payable, account real estate	14,763 35
R. Garrett & Sons, Baltimore.....	149,047 34
Miscellaneous	4,850 00
	\$1,405,060 97

ASSETS.

Railway construction account.....	\$1,343,297 49
Real estate.....	48,207 82
Bills receivable, account real estate	13,555 66
	\$1,405,060 97

DIRECTORS.	NAME AND RESIDENCE OF OFFICERS.	POST-OFFICE ADDRESS.
W. T. McClintick	Chillicothe, Ohio.
John King, Jr	Baltimore, Md.
C. O. O'Donnell.....	"
John Donnell Smith	"
W. W. Scarborough.....	Cincinnati, Ohio.
Kenner Garrard	"
W. H. Oldham.....	Marietta, Ohio.
William T. McClintick, President	Cincinnati, Ohio.
Charles F. Low, Secretary.....	"
William E. James, Treasurer	"
John Waddle, Chief Engineer.....	"

State of Ohio, County of Hamilton, ss :

William T. McClintick, President of the Cincinnati and Baltimore Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A.D. 1873. according to the best of his knowledge and belief.

[Signed]

WILLIAM T. MCCLINTICK, *President.*

Subscribed and sworn to before me, this 19th day of September, A.D. 1873.

[SEAL.]

JOHN M. PATTISON, *Notary Public.*

CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Cincinnati, via Hamilton, to Dayton.....	59.927 miles.
Double main track.....	9.216 "
Constructed double gauge.....	84.323 "
Aggregate of sidings, etc., not above enumerated.....	24.483 "
Total length of rail.....	177.949 "

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$3,500,000 00
Total amount paid in common	3,500,000 00
Amount of stock paid in per mile (60 miles)	\$58,333 33
Stockholders, residents of Ohio, 407.	
Amount of stock held and owned by them June 30.....	2,866,100 00

Have no transfer office out of the State.

DEBT.

First mortgage seven per cent. bonds, due May 1st, 1880.....	\$1,250,000 00
Second mortgage seven per cent. bonds, due July 20th, 1885.	500,000 00
Third mortgage eight per cent. bonds, due June 1st, 1877....	400,000 00
Amount of funded debt.....	\$2,150,000 00
Increase since June 30, 1872.....	118,000 00
Amount of floating debt (not secured by mortgage).....	754,198 95
Increase since June 30, 1872	754,198 95
Total amount of funded and floating debt.....	2,904,198 95
Increase since June 30, 1872.....	872,198 95
Amount of debt per mile (60 miles)	48,403 31
Total amount of paid in stock and debt.....	\$6,404,198 95
Total amount per mile (60 miles).....	106,736 64

COST OF ROAD, EQUIPMENT, ETC.

Right of way and real estate	\$534,036 98
Construction.....	3,974,654 73
Equipment	1,127,250 96
	<hr/>
	\$5,635,942 67
Cost per mile (60 miles)	\$93,932 38
Value of real estate owned by company, exclusive of roadway	620,000 00

CHARACTERISTICS, Etc.

LINE LAID WITH RAIL.

Main track	59.927 miles.
Double main track.....	9.216 "
Constructed double gauge.....	84.323 "
Aggregate of sidings and other tracks, not above enumerated.....	24.483 "
Total length of rail embraced in preceding heads.....	177.949 "

Weight of rail per yard on main track, 60 lbs.; gauge of road (4 rails), 4 ft. 10 in. and 6 ft.

Length of road ballasted, 59.927 miles; material used, gravel.

RAILROADS CROSSED AT GRADE.

Cincinnati and Springfield Railway, at Dayton.

Marietta and Cincinnati Railroad, or Baltimore and Cincinnati Railway, at Cincinnati.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade, 105.

BRIDGES, STATIONS, ETC.

Bridges.

Wood, 15; aggregate length, 3,465 feet. Greatest age, 15 years.

Stations, etc.

Passenger, 5; freight, 2; combined, 18. Total, 25.

Water, 4; fuel, 1; combined, 4. Total, 9.

Engine-houses, 2; value, \$30,000.00.

Fencing.

Length built within the year ending June 30, 1873, 4.58 miles; cost per rod, \$1.70.

Additional necessary to inclose road on both sides?

Has all been fenced once.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives.....	35	*55,000 lbs.	*\$13,202 46
Express and baggage cars.....	13	30,000 "	1,781 60
Passenger cars.....	30	34,000 "	2,686 10
Freight cars	517	16,800 "	712 36
Caboose cars.....	12	17,000 "	1,633 05
Hand cars	24	500 "	105 00

Brake in use on passenger cars: Ordinary hand brake.

Method of bridging between passenger cars: Miller's patent coupler and platform.

* Including tenders.

HEATING AND LIGHTING OF CARS.

Method of heating : Passenger cars, wood ; drawing-room and sleeping cars, coal.

Means of lighting same : Candles.

Total number of persons employed in operating the road, 946.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains.....	Not limited.
Average rate of same, including stops	28 miles.
Highest rate allowed mail and accommodation trains.....	Not limited.
Average rate of same, including stops	23 miles.
Highest rate allowed freight trains	12 "
Average rate of same, including stops	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile—

Highest fare for the shortest distance carried.....	10 cents.
Highest, for more than 8 and less than 30 miles.....	4 "
Highest, for more than 30 and less than 100 miles	3 "
Highest, for the whole length of the main road.....	2.83 "
Lowest fare for through passengers—1st class, 2½ cents ; 2d class, 2 cents ; 3d class, 1 cent.	

Amount charged in addition to regular passenger fare, in sleeping or other cars run on the road :

For berth, \$2.00 ; section, \$4.00. Nothing is charged in addition to ticket rates if fare is paid on train.

FREIGHT.

Rate charged per ton per mile for the various classes, through and local.	First.	Second.	Third.	Fourth.
	Cents.	Cents.	Cents.	Cents.
Highest rate for the shortest distance carried	20	16	12	10
Highest, for more than 5 and less than 30 miles.....	7	6.67	4.67	4
Highest, for more than 30 and less than 100 miles.....	5	5	4.25	3.3
Highest, for the whole length of the main road.....	5	5	4.16	3.33
Lowest rate for through freight	4.29	2.86	2.14	1.43

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ?

American Express Company, Cincinnati to Hamilton, 25 miles ; United States Express Company, Cincinnati to Dayton, 60 miles.

State terms as to rates, use of track, machinery, repair of cars, etc.

American Express Company, \$7.50 per day for 4,000 pounds, north, and 2,000 pounds south ; and 15 cents per 100 pounds excess.

United States Express Company, \$100 per day between Cincinnati and Toledo, for 10,000 pounds of through freight daily, and 90 cents for excess, apportioned to Cincinnati, Hamilton and Dayton, and Dayton and Michigan companies, according to tonnage carried on each road.

Name the postoffice address of the principal agents of each, or its officers in Ohio.

Frank Clark, agent American Express Company, Cincinnati, Ohio.

J. J. Henderson, agent United States Express Company, Cincinnati, Ohio.

C. Cone, Division Superintendent United States Express Company, Toledo, Ohio.

No freight, transportation, or other special lines run on this road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

Re-rolled iron	7.25 miles.
Spliced and mended iron	6.50 "
Steel rail (weight 60 pounds per yard)	7.50 "
Total	21.25 miles.
Steel and " capped " rail in use, entire line	22.50 "

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	328,827
Hauling freight trains	291,322
Hauling construction and other trains	16,975
Total	637,124

Cars.

Passenger cars	967,610
Express and baggage cars	398,678
Freight cars, loaded	4,189,940
Cars in construction and other trains	470,664
Empty cars, freight	1,164,298
Total	7,191,190

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal	\$2,578 45
For injuries to employes, fatal and non-fatal	305 50
For injuries to others, fatal and non-fatal	20 00
For loss and damage of goods and baggage	3,376 63

ANIMALS KILLED.

Horses, 3; amount of damages paid	\$195 00
Cattle, 1; " " " "	15 00
Total	\$210 00

FUEL CONSUMED.

Wood	15,452 cords.
Coal	11,540 tons.

DOINGS IN TRANSPORTATION.

PASSENGERS.

Number carried, of all classes	731,223
Average number carried in each car (narrow gauge)	18
Total mileage, or number carried one mile	13,668,554
Average number of miles traveled by each	18.70
Average amount received for each	\$0 43.26
Average amount per mile received for each	2.32

FREIGHT.

Tons carried—	
Through	201,597
Local	384,107
Total	585,704
Average tons freight in each car (narrow gauge)	8.03
Total movement, or tons carried one mile	20,922,033
Average amount received for each ton	\$0 98.36
Average amount per mile received for each	2.78

TONNAGE—CLASSIFIED.

This table has not been kept; it will be furnished in future.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—	
Through	\$43,356 80
Local	273,010 33
	<hr/>
	\$316,367 13
From freight transportation—	
Through	\$131,688 30
Local	450,268 42
	<hr/>
	581,956 72
From mail	9,730 69
“ express	15,068 65
“ all other sources of income, including rents, etc.....	240,232 95
	<hr/>
Total earnings	\$1,163,356 14

OPERATING EXPENSES.

Maintenance of way and structure	\$250,427 14
Maintenance of cars	79,815 46
Motive power	210,925 24
Conducting transportation	146,553 90
General expenses—taxes	\$52,228 23
Other general expenses	64,973 35
	<hr/>
Total general expenses	117,201 58
	<hr/>
Total operating expenses, being 69.19 per cent. of earnings.....	\$804,928 32
	<hr/>
Net earnings	\$358,427 82

AMOUNT PER MILE (60 MILES.)

Earnings.....	\$19,389 27
Operating expenses.....	13,415 47
Net earnings	5,973 80

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES, FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

From sale of bonds.....	\$118,000 00
“ increase of floating debt.....	624,735 68
“ increase of current liabilities	129,463 27
“ Cincinnati, Richmond and Chicago Railroad.....	26,015 70
Total	<u>\$898,214 65</u>

PAYMENTS.

Interest on bonds.....	\$149,780 00
Dividends, rate 8 per cent. on common stock.....	280,000 00
Additional equipment	121,000 00
Additional real estate	59,558 00
On account Cincinnati, Hamilton and Indianapolis Railroad	522,452 75
Right of way	250 00
Advanced to Dayton and Michigan Railroad Company	123,601 72
Total	<u>\$1,256,642 47</u>

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock.....	\$3,500,000 00
First mortgage bonds.....	1,250,000 00
Second mortgage bonds.....	500,000 00
Third mortgage bonds.....	400,000 00
Surplus earnings.....	669,650 65
Interest on bonds	136,955 91
Dividends unpaid	4,632 49
Railroad and individual accounts	206,058 31
Bills payable.....	624,735 68
	<u>\$7,292,033 04</u>

ASSETS.

Construction	\$3,974,654 73
Equipment	1,127,250 96
Real estate	405,018 29
Wood and material for repairs.....	180,354 03
Bills receivable.....	7,561 25
Wood lands	12,115 00
Stocks and bonds.....	309,583 32
D. McLaren, trustee	79,416 21
Cincinnati, Richmond and Ft. Wayne Railroad.....	32,447 43

Cincinnati, Richmond and Chicago Railroad	\$41,873 70	
Dayton and Michigan Railroad.....	388,774 43	
Cincinnati, Hamilton and Indianapolis Railroad.....	522,452 75	
Cash and cash assets.....	209,949 53	
Profit and loss.....	581 41	
		<hr/> \$7,292,033 04

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 9, 1872. F. Blandin, boy, in Cincinnati depot; injured; fell in front of engine of in-bound train; foot crushed.

July 10, 1872. W. H. Pasquier, switchman, in Cincinnati yard; killed; either fell or jumped off switch engine; cause beyond his control.

July 14, 1872. W. M. Armstrong, passenger, at Hamilton; injured; legs out of window; struck water-spout; both feet bruised; misconduct.

July 26, 1872. William Batty, boy, Cincinnati yard; hanging on cars; fell, and died in a day or two.

October 27, 1872. John Dowd, boy, at Hamilton; killed; attempting to jump on train, fell under.

November 4, 1872. H. C. Wann, at Brighton Station; killed; walking on track; struck by train, and died same day.

November 4, 1872. William Ross, newsboy, at Lockland; killed; attempting to board train after starting, missed his hold and was run over.

November 15, 1872. B. Lawrence, telegraph operator; injured; missed his hold while attempting to board train; left leg so damaged as to cause it to be amputated; want of caution.

December 6, 1872. P. Glaser, brakeman, at Middletown; killed; fell from train; cause beyond his control.

December 21, 1872. J. Hazel, in Cincinnati yard; killed; crushed between engine and elevator fence; died same evening.

January 13, 1873. P. Zell, brakeman, near Trotting Park; killed; fell from train; cause beyond his control.

February 10, 1873. P. and I. Pflanzner, at Hamilton; injured in attempting to crawl under a train which started up before they got through.

May 26, 1873. ——— Cahill, found near track at Carthage, badly bruised; supposed to have been walking on the track intoxicated.

June 3, 1873. W. Weaver, brakeman, at Brighton; injured while coupling; foot crushed; cause beyond his control.

RECAPITULATION.

Killed—Employes, cause beyond control.	3	
Others	5	
	<hr/>	
Total		8
Injured—Passengers, want of caution	1	
Employes, "	1	
Employes, cause beyond control	1	
Others	4	
	<hr/>	
Total.....		7

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Daniel McLaren.....	Cincinnati, Ohio.
Charles W. West.....	"
William Goodman.....	"
Samuel Fosdick.....	Glendale, Ohio.
John Young.....	Cincinnati, Ohio.
H. D. Huntington.....	"
George T. Stedman.....	"
Henry Lewis.....	"
Joseph H. Rogers	"
Daniel McLaren, President and General Superintendent.....	Cincinnati, Ohio.
John Young, Vice-President	"
F. H. Short, Secretary and Treasurer.....	"
L. Williams, Assistant Superintendent	"
William Cullen, Master Mechanic	"
Samuel Stevenson, General Ticket Agent	"
J. R. Reed, General Freight Agent	"
P. Hickey, Purchasing Agent.....	"

State of Ohio, County of Hamilton, ss :

Daniel McLaren, President of the Cincinnati, Hamilton and Dayton Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June A.D. 1873, according to the best of his knowledge and belief.

[Signed]

DANIEL McLAREN,
President.

Subscribed and sworn to before me this 27th day of August, A. D. 1873.

[SEAL.]

B. D. STEVENSON,
Notary Public.

CINCINNATI, HAMILTON AND INDIANAPOLIS RAILROAD COMPANY.

(For seven months, ending June 30, 1873.)

This road, formerly the Junction Railroad, was sold under a decree of the Circuit Court of the United States for Indiana and Ohio, on the 26th day of November, 1872, for the nominal sum of one million dollars. The actual consideration expressed in contract with the bondholders, made to facilitate the purchase, was \$1,890,000. The road was transferred to the purchasers on the first day of December, 1872, and reorganized under the above name, with an authorized capital stock of \$2,500,000, and an issue of \$2,500,000 seven per cent. thirty year bonds. This report is for seven months only.

LENGTH OF ENTIRE LINE OPERATED—GIVING TERMINAL POINTS.

From Hamilton, Ohio, to Indianapolis, Indiana.....	98.200 miles.
Aggregate of sidings, etc.....	5.225 "
Total length of rail.....	103.425

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$2,500,000 00
-------------------------	----------------

DEBT.

First mortgage 7 per cent. bonds, due January 1, 1903.....	\$1,838,400 00
Amount of floating debt (not secured by mortgage).....	522,452 75
Total amount of funded and floating debt.....	\$2,360,852 75
Amount per mile, (98.20 miles).....	\$24,41 27
Proportion for Ohio (19 miles).....	456,784 13

COST OF ROAD, ETC.

Amount paid on account of purchase.....	\$1,877,756 04
Cost per mile (98.20 miles)	\$19,121 75
Proportion for Ohio (19 miles).....	363,313 25
Value of real estate owned by company, exclusive of road-way.....	75,000 00

CHARACTERISTICS, ETC.

LINE IN OHIO LAID WITH RAIL.

Main track.....	19. miles
Aggregate of sidings and other tracks.....	.634 "
Total length of rail embraced in preceding heads	19.634 "

Weight of rail per yard on main track.....	50 pounds.
Gauge of road.....	4 feet 10 inches.
Length of road in Ohio ballasted, 16 miles ; material used, gravel.	
Length ballasted since June 30, 1872, 7 miles ; material used, gravel.	
No railroads crossed in Ohio at grade.	
Number of highways crossed at grade in Ohio	33

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges.

Wood, 3 ; aggregate length, 989 feet ; greatest age, 16 years.

Trestles.

Two ; aggregate length, 142 feet ; greatest age, 4 years.

Stations, etc.

Passenger, 4 ; passenger and freight combined, 4 ; total—8.

Water, 1 ; fuel, 1 ; total—2.

Engine-houses, 1 ; value, \$1,000.

Fencing.

Additional necessary to inclose road on both sides.

No fencing on either side, except by land-owners.

Reason why not completed : Want of means by old company.

EQUIPMENT, ENTIRE LINE.

	Number.	Av'ge weight.	Av'ge cost.
Locomotives	19	*56,000 lbs.	*\$14,180 00
Express and baggage cars.....	6	33,000 "	2,125 00
Passenger cars	9	33,000 "	5,400 00
Freight cars	435	17,000 "	700 00
Caboose cars	5	17,000 "	800 00
Hand cars.....	22	500 "	125 00

The brake in use on passenger cars is the ordinary hand brake.

Method of bridging between passenger cars : Miller's patent platform.

HEATING AND LIGHTING OF CARS.

Passenger cars heated with wood. No sleeping, parlor or drawing-room cars running.

Cars lighted with candles.

Total number of persons employed in operating the road, entire line, 370 ; proportion for Ohio, 73.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains.....	Not limited.
Average rate of same, including stops	22 miles.
Highest rate allowed mail and accommodation trains.....	Not limited.
Average rate of same, including stops	22 miles.
Highest rate allowed freight trains	15 "
Average rate of same, including stops.....	10 "

* Including tenders.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile—

Highest rate for the shortest distance carried.....	15 cents.
Highest for more than 8 and less than 30 miles.....	4 "
Highest for more than 30 and less than 100 miles.....	3½ "
Highest for the whole length of the main road in Ohio.....	4 "
Lowest fare for through passengers, 1st class, 4 cents; 2d class, 2½ cents.	
No addition to ticket-rates if fare is paid on trains.	

FREIGHT.

Rate charged per ton per mile for the various classes, through and local.	First.	Second.	Third.	Fourth.
	Cents.	Cents.	Cents.	Cents.
Highest rate for the shortest distance carried.....	20	16	12	10
Highest rate for distances of more than 5 and less than 30 miles.....	7	6.67	4.67	4
Highest rate for distances of more than 30 and less than 100 miles.....	5	5	4.25	3.33
Highest rate for the whole length of the main road in Ohio.....	5	5	4.16	3.33
Lowest rate for through freight	4.29	2.86	2.14	1.43

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ?

United States Express Company.

State terms as to rates, use of track, machinery, repair of cars, etc. ?

\$14 per day for messenger carrying 1,000 pounds; excess, 33½ cents per 100 pounds.

Name and post-office address of the principal agent or officer in Ohio ?

John J. Henderson, agent, Cincinnati, Ohio.

What freight, transportation and other special lines run on your road ?

The Erie and Pacific Dispatch Company.

State terms as to rates, use of track, machinery, repair of cars, etc. ?

We pay 1½ cents per mile for use of cars, and a commission of 8 per cent. of rate.

DOINGS FOR THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

Re-rolled iron rail, 5.75 miles.

MILEAGE OF LOCOMOTIVES AND CARS, ENTIRE LINE.

Locomotives.

Hauling passenger trains.....	104,349
Hauling freight trains	142,491
Hauling construction and other trains.....	27,260
Total	274,100

Cars.

Passenger cars.....	139,422
Express and baggage cars.....	82,907
Freight and caboose cars.....	1,130,848
Cars in construction and other trains	545,200
Empty cars, no record kept heretofore.	

Total	1,893,377
Loss and damage of goods and baggage, entire line.....	\$925 43

FUEL CONSUMED.

Cords wood	9,978
Tons coal.....	2,904

DOINGS IN TRANSPORTATION, ENTIRE LINE.

PASSENGERS.

Number carried, of all classes.....	55,334
Average number carried in each car.....	12½
Total mileage, or number carried one mile	1,736,423
Average number of miles traveled by each.....	31.40
Average amount received for each.....	\$1 11
Average amount per mile received for each.....	03.52

FREIGHT.

Tons carried—	
Through	25,166
Local	85,868
Total	111,034
Average tons freight in each car	7 64-100
Total movement, or tons carried one mile.....	8,648,917
Average amount received for each ton.....	\$1 28
Average amount per mile received for each.....	01.65

TONNAGE CLASSIFIED.

This table will be furnished in future reports, as per circular of May 20, 1873.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—	
Through	\$11,228 99
Local.....	49,981 15
	<hr/>
	\$61,210 14
From freight transportation—	
Through.....	\$22,708 74
Local.....	119,818 60
	<hr/>
	\$142,527 34
From mail	2,774 33

From express	\$2,692 37
From all other sources of income, including rents, etc	473 25
Total earnings	<u>\$209,677 43</u>

OPERATING EXPENSES.

For maintenance of way and structures	\$71,794 23
“ maintenance of cars	16,785 41
“ motive power	84,748 56
“ conducting transportation	57,215 18
“ general expenses—	
Interest on floating debt	\$9,108 89
Other general expenses	16,433 98
Total general expenses	<u>\$25,542 87</u>
Total operating expenses, being 122.13 per cent of earnings	\$256,086 95
Deficit	46,409 52

AMOUNTS PER MILE (98.20 MILES.)

Earnings	\$2,135 20	Proportion for Ohio (19 miles).	\$40,568 80
Operating expenses	2,607 81	Proportion for Ohio	49,548 39
Deficit	472 61	Proportion for Ohio	8,979 59

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES FOR YEAR ENDING JUNE 30.

RECEIPTS.

From sale of bonds	\$1,838,400 00
From Cincinnati, Hamilton and Dayton Railroad Company	522,452 75
Total	<u>\$2,360,852 75</u>

EXPENDITURES.

On purchase of road, etc	\$1,877,756 04
For interest on bonds	59,249 45
“ construction of new work	5,031 04
“ additional equipment	191,886 57
“ additional real estate	31,962 52
“ steam excavator	8,978 00
“ renewals of cars	19,686 46
“ bridges	40,763 61
“ engines	17,935 87
“ roads	61,193 67
Total	<u>\$2,314,443 23</u>

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

First mortgage bonds	\$1,837,000 00
“ “ scrip	1,400 00
Cincinnati, Hamilton and Dayton Railroad Company	522,452 75
	<u>\$2,360,852 75</u>

ASSETS.

Cost of road and equipment	\$1,577,756 04
Steam excavator	8,978 00
New equipment	191,836 57
Real estate	31,962 52
Construction	5,031 04
Renewal account	139,579 61
Profit and loss account	105,658 97
	<hr/> \$2,360,852 75

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE.
Daniel McLaren	Cincinnati, Ohio.
Charles W. West	"
George T. Stedman	"
William Goodman	"
F. H. Short	"
H. D. Huntington	"
Henry Lewis	"
Lowell Fletcher	"
One vacancy.	

Daniel McLaren, President and General Superintendent	Cincinnati, Ohio.
F. H. Short, Treasurer and Secretary	"
L. Williams, Superintendent	"
William Cullen, Master Mechanic	"
Samuel Stevenson, General Ticket Agent	"
J. R. Reed, General Freight Agent	"
P. Hickey, Purchasing Agent	"

State of Ohio, County of Hamilton, ss :

D. McLaren, President of the Cincinnati, Hamilton and Indianapolis Railroad Company being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June A. D. 1873, according to the best of his knowledge and belief.

[Signed]

D. McLAREN, President

Subscribed and sworn to before me this 27th day of August, A. D. 1873.

[SEAL]

B. D. STEVENSON, Notary Public.

CINCINNATI AND INDIANA RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LENGTH, GIVING TERMINAL POINTS.

From Cincinnati to State line	20.50 miles
Double main track	1.25 "
Aggregate of sidings, etc.	9 "
Total length of rail	30.75 miles.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$2,000,000 00
Amount paid in—common	500 000 00
Amount per mile (20½ miles)	\$24,300 25
Stockholders, residents of Ohio, 8.	
Amount of stock held and owned by them June 30, \$44,550.	

DEBT.

1st mortgage 7 per cent. bonds, due December 1, 1892	\$499,000 00
2d mortgage 7 per cent. bonds, due January 1, 1877	1,000,000 00
2d mortgage 7 per cent. bonds, due January 1, 1882	501,000 00
3d mortgage 7 per cent. bonds, due June 1, 1899	*2,000,000 00
Amount of funded debt, including joint 3d mortgage on Cincinnati and Indiana, and Indianapolis, Cincinnati and Lafayette Railroads	\$4,000,000 00
Amount of floating debt (extended coupons on above bonds on Cincinnati and Indiana Company)	70,000 00
Total amount of funded and floating debt (joint 3d mortgage bonds included)	\$4,070,000 00
Amount of debt per mile of road (20½ miles), apportioning the \$2,000,000 3d mortgage bonds on 179 miles	\$112,148 79
Proportion of debt for company (20½ miles)	\$2,299,050 20
Total amount paid in stock and proportion of debts	\$2,799,050 20
Total amount per mile (20½ miles) ...	\$136,539 04

COST OF ROAD, ETC.

Total cost to June 30, 1873	2,032,209 16
Cost per mile (20½ miles)	\$99,132 15
Value of real estate owned by the company, exclusive of roadway	2,605.361 19

* This is a joint mortgage of the Cincinnati and Indiana, and the Indianapolis, Cincinnati and Lafayette Railroad Companies, and is a lien upon the road and equipment in Indiana, as well as upon the road in Ohio.

CHARACTERISTICS, ETC.

LINE LAID WITH RAIL.

Main track.....	20.50 miles.
Double main track	1.25 "
Aggregate of sidings and other tracks not above enumerated.....	9

Total length of rail embraced in preceding heads	30.75 miles.
Weight of rail per yard, on main track.....	60 lbs.
Gauge of road	4 ft. 8½ in.
Length of road ballasted (20½ miles); material used, gravel.	
None ballasted since June 30, 1872.	

RAILROADS CROSSED AT GRADE.

Ohio and Mississippi Railway, within city limits of Cincinnati.

Do all trains on your road stop at this crossing? They do.

Is a flagman stationed there? Yes.

Number of highways crossed at grade.....	19
--	----

BRIDGES, TUNNELS, ETC.

Bridges.

3 wood, aggregate length, 1,041 ft.	
1 stone, " " 120 "	Total, 1, 161 ft.
Greatest age of wood bridges, 10 years.	

Tunnels.

1 brick; length, 1,640 ft.

Stations, etc.

Passenger, 3; freight and passenger combined, 9—total, 12.

Water, 1; fuel, 1—total, 2.

Engine houses, 1; value, \$8,000.

Shops for construction, 1; value, \$12,000.

Shops for repairs, 1; value, \$10,000.

Fencing.

Length built within the year ending June 30, ¼ mile.

Company's proportion of entire cost, \$32.00.

Additional necessary to inclose road on both sides: Only a small portion fenced.

Reasons why not completed:

Not practicable to fence, owing to Ohio and Mississippi Railway on one side and turnpike on the other.

EQUIPMENT.

The equipment run over the Cincinnati and Indiana Railroad is the property of the Indianapolis, Cincinnati and Lafayette Railroad Company.

Brake in use on passenger cars: Westinghouse Air Brake.

Method of bridging between cars: Miller Platform.

HEATING AND LIGHTING OF CARS.

Method of heating: Wood and coal stoves used in our coaches.

Sleeping, parlor and drawing-room cars are run by Pullman Car Company, do not know their method of heating.

Candles are used for lighting.

Total number of persons employed in operating the road (estimated), 400.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains ; 'unlimited.	
Average rate of same, including stops	25 miles
Highest rate allowed mail and accommodation trains ; unlimited.	
Average rate of same, including stops	21 "
Highest rate allowed freight trains	12 "
Average rate of same, including stops.....	8 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged for the respective classes per mile—	First.	Second.	Third.
Highest fare for the shortest distance carried	8 cts.	3 cts.	2 cts.
Highest fare for more than 8 and less than 30 miles.....	4 "	2.50 "	2 "
Lowest fare for through passengers.....	2.25 "	1.75 "	1.50 "
Amount charged in addition to regular passenger fare, in sleeping or other cars, run on the road :			
Rate regulated by Pullman Company, who own cars.			
Is there an addition to ticket rates if fare is paid on trains ?			
A discount is allowed from regular rates for tickets purchased at stations.			

FREIGHT.

Rate charged per ton per mile for the various classes—through and local :

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried 32 cts.	30 cts.	23 cts.	20 cts.	20 cts.	
Highest rate for more than 5 and less than 30 miles	20 "	15.80 "	14.10 "	10 "	10 "
Lowest rate for through freight	7 "	5.20 "	3.40 "	2.60 "	2.10 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ?

American Express Company.

State terms as to rates, use of track, machinery, repairs of cars, etc.

Contract with Indianapolis, Cincinnati and Lafayette Railroad Company for 8,000 pounds daily between Cincinnati and Indianapolis; 3,000 pounds between Indianapolis and Lafayette. Rate \$2,000 per month; all excess 46 cents per 100 pounds.

Name and post-office address of the principal agent or officer in Ohio.

Frank Clark, Cincinnati, Ohio.

No freight, transportation and other special lines run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail (weight 60 lbs. per yard)	3.116 miles.
Re-rolled iron	2.195 "
Steel rail (weight 60 lbs. per yard) .....	.803 "
Total	6.119 miles.
Steel and "capped" rail in use entire line	3 "

MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.
(Including Indianapolis, Cincinnati and Lafayette Railroad.)

Locomotives.

Hauling passenger trains	498,584	
“ freight trains	802,792	
“ construction and other trains	48,982	
Total		1,350,358

Cars.

No complete record kept.

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, employes and others, fatal and nonfatal; total for entire line	\$8,415 51
For loss and damage of goods and baggage, entire line.....	18,065 79

ANIMALS KILLED IN OHIO.

3 Horses, amount of damages paid	\$208 75
11 Mules, “ “	1,060 00
3 Cattle, “ “	43 00
4 Hogs, “ “	6 00
Total	\$1,317 75

FUEL CONSUMED.

Wood, cords, 1,000; coal, tons, 4,000.

DOINGS IN TRANSPORTATION, ENTIRE LINE.

Passengers.

Number carried, of all classes	420,358
Total mileage, or number carried one mile.....	26,260,575
Average number of miles traveled by each	62
“ amount received for each passenger carried	\$1 48
“ amount per mile received for each	2.37

Freight.

Tons carried—	
Through	251,523
Local	343,337
Total	594,860
Total movement, or tons carried one mile	49,281,103
Average amount received for each ton	\$1 89
Average amount per mile received for each ton	2.31

TONNAGE—CLASSIFIED.		
	TONS.	PER CENT.
Coal.....	55,208	9.23
Stone, lime, sand, &c.....	46,438	7.82
Pig and bloom iron.....	5,340	.90
Railroad iron (iron and steel rails).....	4,189	.70
Other iron and castings.....	8,320	1.40
Lumber and other forest products.....	88,467	14.87
Live stock.....	71,125	11.96
Grain.....	118,727	19.96
Other agricultural products.....	7,338	1.23
Flour.....	23,528	3.96
Provisions (beef, pork, lard, etc.).....	11,783	1.99
Manufactures, including agricultural implements.....	32,170	5.41
Merchandise.....	85,203	14.32
Miscellaneous.....	17,925	3.01
Supplies for company's use.....	18,999	3.19
Total.....	594,860	100

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30,
(Entire line of road, including the Indianapolis, Cincinnati and Lafayette Railroad.)

EARNINGS.		
From passenger transportation—		
Through.....	\$114,107 04	
Local.....	508,268 59	
		\$622,375 63
From freight transportation—		
Through.....	\$463,909 41	
Local.....	657,568 02	
		1,121,477 43
From mail.....		26,508 13
“ express.....		27,805 89
“ all other sources of income, including rents, &c.....		39,135 25
Total earnings.....		\$1,837,302 33

OPERATING EXPENSES.		
Maintenance of way and structures.....	\$443,724 02	
Maintenance of cars.....	145,430 86	
Motive power.....	103,702 11	
Conducting transportation.....	659,376 28	
General expenses—		
Taxes—Ohio.....	\$18,705 80	
Indiana.....	15,709 81	
Other general expenses.....	89,253 66	
Total general expenses.....	\$123,669 27	
Total operating expenses being 80.33 per cent. of earnings.....		1,475,902 54
Net earnings.....		\$361,399 79

AMOUNTS PER MILE (179 MILES).

Earnings.....	\$10,264 26	Proportion for Ohio (20½ miles)	\$210,417 33
Operating expenses	8,245 27	" " "	169,028 03
Net earnings.....	2,018 99	" " "	41,389 3

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Interest on bonds of Cincinnati and Indiana Railroad Company.....	\$206,605 00
Dividends on stock.....	3,000 60
Additional real estate.....	7,003 64
Total.....	\$216,608 64

GENERAL BALANCE SHEET JULY 1, 1873.

Cannot furnish balance sheet of Cincinnati and Indiana Railroad Company, as no separate books are kept for that company. The Indianapolis, Cincinnati and Lafayette Railroad Company lease and operate the Cincinnati and Indiana Railroad, and the accounts are kept on the books of the Indianapolis, Cincinnati and Lafayette Company.

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

August 17, 1872. John King, employe, at South Side: injured by collision [extent not reported]; want of caution.

August 17, 1872. R. Hartley, same place and cause: injured. [No particulars reported].

September 25, 1872. J. Dipper, fireman, [where, not reported]: killed; engine thrown from track by a log; cause beyond his control.

September 27, 1872. J. Gillespie, [where, not reported]: killed; walking on track: struck by engine.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
M. E. Ingalls	Cincinnati, Ohio.
S. J. Broadwell.....	" "
J. H. Bates.....	" "
J. A. Pomeroy.....	" "
A. M. Stimson.....	Washington, "
J. S. Kennedy	New York city.
T. H. Perkins	Boston, Mass.
M. E. Ingalls, President	Cincinnati, Ohio.
E. F. Osborn, Secretary and Treasurer.....	" "
G. L. Barringer, Superintendent.....	" "
J. S. Patterson	" "
H. J. Page, General Ticket and General Freight Agent	" "
E. V. Cherry, Purchasing Agent.....	" "

State of Ohio, County of Hamilton, ss:

M. E. Ingalls, President of the Cincinnati and Indiana Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by

the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A.D. 1873, according to the best of his knowledge and belief.

[Signed]

M. E. INGALLS, *President.*

Subscribed and sworn to before me, this 16th day of October, A.D. 1873.

[SEAL.]

E. V. CHERRY, *Notary Public.*

CINCINNATI AND MUSKINGUM VALLEY RAILWAY COMPANY.

[ROAD ALL IN OHIO.]

Leased to the Pittsburgh, Cincinnati and St. Louis Railway Company for ninety-nine years, from January 1, 1873: after paying expense for running and maintaining roadway, interest, etc., the balance, if any, to be paid to stockholders of Cincinnati and Muskingum Valley Railway Company.

The Pittsburgh, Cincinnati and St. Louis Railway Company took charge of the road May 1, 1873.

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Dresden Junction, via Zanesville to Morrow	148.44 miles
Aggregate of sidings, etc	13.52 "
Total length of rail	161.96 "

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$4,000,000 00
Amount subscribed	\$4,000,000 00
Total amount paid in—common	3,996,670 00
Increase since June 30, 1872.....	\$60 00
Amount of stock paid in per mile (148.44 miles).....	26,924 48
Stockholders, residents of Ohio, number, 161.	
Amount of stock held and owned by them June 30.....	66,450 00

DEBT.

First mortgage, 7 per cent. bonds, due January, 1901.....	\$1,500,000 00
Amount of floating debt—not secured by mortgage	41,554 44
Increase of floating debt since June 30, 1872	\$41,554 44
Total amount of funded and floating debt.....	1,541,554 44
Amount of debt per mile (148.44 miles).....	10,385 03
Total amount of paid in stock and debt	\$5,538,224 44
Total amount per mile (148.44 miles).....	\$37,309 51

COST OF ROAD, EQUIPMENT, Etc.

Right of way, construction, equipment, etc.; total.....	\$5,519,981 17
Cost per mile (148.44 miles).....	\$37,186 61

CHARACTERISTICS, ETC.

LINE LAID WITH RAIL.

Main track.....	148.44 miles.
Aggregate of sidings and other tracks	13.52 "
Total length of rail embraced in preceding heads	161.96 "
Weight of rail per yard, on main track.....	56 and 60 lbs.
Gauge of road east of Zanesville.....	4 ft. 9½ in.
" " west of "	4 ft. 10 in.

Length of road ballasted, 148 miles; material used, gravel.

Length ballasted since June 30, 1872, 16 miles; a light distribution of gravel east of Zanesville.

RAILROADS CROSSED AT GRADE.

Little Miami Division, Pittsburgh, Cincinnati and St. Louis Railway, at Morrow.

Columbus and Hocking Valley Railroad, Lancaster.

Straitsville Division, Baltimore and Ohio Railroad, Junction City.

Central Ohio Division Baltimore and Ohio Railroad, Zanesville.

Pittsburgh, Cincinnati and St. Louis Division, Pittsburgh, Cincinnati and St. Louis Railway, Dresden Junction.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? No.

Number of highways crossed at grade, 103.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges.

37 wood—aggregate length.....	6,241 feet.
1 iron and wood, combination—length	102 "
Total.....	6,343 "

Built within the year ending June 30.

Location.	Construction.	Material.	Length—feet.
No. 1, Morrow.....	Howe Truss	Wood.....	294
" 2, Hicks.....	"	"	106
" 10, Clarksville.....	"	"	120
" 12, Ogden	Lowe Howe Truss.....	"	81
" 17, Wilmington	"	"	81
" 20½, Circleville	" "	"	49
1¼ miles east of Atlanta.....	Bent Trestle	"	60
1½ " " "	"	"	45
¼ mile west of Yellow Bird.....	"	"	62

Greatest age of bridges—wood, 13 years; iron, 2 years.

Trestles.

60—aggregate length, 7,656 feet; greatest age, 8 years.

Tunnels.

1, stone, through natural rock; length, 1,185 feet.

Stations, etc.

Passenger and freight combined, 31.

Water, 21; fuel, 5; total 26.

Engine houses, 6; shops for construction, 1; shop for repairs, 2. No estimate of value—to be rebuilt.

Fencing.

Length built within year ending June 30, 1.31 miles; cost per rod, \$1.49½ cents.

Additional, necessary to enclose road on both sides: No accurate record.

Reasons why not completed: In many cases right of way requires landowners to fence, and they prefer to leave it open on tilled lands.

EQUIPMENT—ENTIRE LINE.

	Number.	Average weight.	Average cost.
Locomotives.....	13	* 53,000 lbs.	†
Express and baggage cars.....	3	39,000 "	1,000 00
Passenger cars.....	12	39,000 "	\$4,600 00
Freight cars.....	369	14,000 "	455 00

EQUIPMENT—NOT OWNED BY THE COMPANY.

Freight cars, 150; owned by "V" Company of Pittsburgh.

Stock cars, 50: " " " "

Terms of service: Company pay 1½ cents per mile for distance run.

Brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars: Lattice bridge between platforms, and chains between hand-railings.

HEATING AND LIGHTING OF CARS.

Method of heating: Dripps and Spears' patent heaters.

Means of lighting same: Candles and lard-oil lamps.

Total number of persons employed in operating the road, 453.

SPEED OF TRAINS, PER HOUR.

Highest rate allowed express passenger trains, 35 miles in summer, 30 miles in winter.

Average rate of same, including stops, 22½ miles.

Highest rate allowed mail and accommodation trains, 35 miles in summer, 30 miles in winter.

Average rate of same, including stops, 22 miles.

Highest rate allowed freight trains, 15 miles.

Average rate of same, including stops, 10 miles.

* Including tenders.

† No estimate—purchased with the road at commissioners' sale.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile—

Highest fare for the shortest distance carried.....	7.50 cents.
Highest for more than 8 and less than 30 miles	4 "
Highest for more than 30 and less than 100 miles.....	3.50 "
Highest for the whole length of the main road.....	3.50 "
Lowest fare for through passengers	2 35 "

Amount charged in addition to regular passenger fare in sleeping or other cars ?

None on road.

There is no addition to ticket rates, if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes, through and local—

	First.	Second.	Third.
Highest rate per mile for shortest distance carried...	1 10	80 cts.	70 cts.
Highest for more than 5 and less than 30 miles.....	14 cts.	10 "	9 "
Highest for more than 30 and less than 100 miles....	8 "	6.50 "	5 "
Highest for the whole length of the main road.....	7 "	5.50 "	4.40 "
Lowest rate for through freight.....	4 "	3.25 "	2.25 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ? Adams Express Company.

State terms as to rates, use of track, machinery, repair of cars, etc.

Previous to January 1, 1873, at rate of \$20,000 per annum. No freight, transportation or other special lines run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail, weight 60 pounds per yard	1 mile.
Re-rolled iron	12.60 "
Spliced and mended iron	3.47 "
Total	17.07 miles.

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains.....	129,195
Hauling freight trains.....	159,095
Hauling construction and other trains.....	14,760
Total	303,050

Cars.

Passenger cars	237,153
Express and baggage cars.....	110,337
Freight cars	1,818,620
Caboose cars	79,898
Total	2,296,008

(Cars in construction and other trains, and empty cars included above.)

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to employes, fatal and non-fatal.....	\$2,279 50
For loss and damage of goods and baggage.....	800 24

ANIMALS KILLED.

4 horses; amount of damages paid.....	\$75 00
16 cattle.....	.....
9 hogs.....	.....

FUEL CONSUMED.

Wood, cords, 374; coal, tons, 14,452.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried, of all classes.....	164,354
Average amount received for each.....	78.60 cents.
Average amount per mile received for each.....	3.56 cents.

Freight.

Tons carried.....	190,408
Total movement, or tons carried one mile.....	11,382,417
Average amount received for each ton carried.....	\$1 67.58
Average amount per mile received for each ton.....	2.80

TONNAGE—CLASSIFIED.

No record kept.

EARNINGS, OPERATING EXPENSES, Etc., FOR THE YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation.....	\$129,182 12
“ freight transportation.....	319,089 43
“ mail.....	11,205 00
“ express.....	12,550 17
“ all other sources of income, including rents, etc.....	6,123 66
Total earnings.....	\$478,155 38

OPERATING EXPENSES.

Maintenance of way and structures.....	\$161,954 45
Maintenance of cars.....	31,362 58
Motive power.....	107,805 56
Conducting transportation.....	78,759 33
General expenses—Taxes.....	\$14,771 72
Other general expenses.....	15,656 55
Total general expenses.....	\$30,428 27
Total operating expenses being 85.81 per cent. of earnings.....	\$410,310 19
Net earnings.....	\$67,845 19

AMOUNTS PER MILE (148.44 MILES).

Earnings.....	\$3,221 20
Operating expenses.....	2,764 15
Net earnings.....	457 05

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From subscriptions to stock	\$60 00
“ sale of real estate.....	2,266 66
“ increase of floating debt	41,554 44
Total	\$43,881 10

PAYMENTS.

Interest on bonds.....	\$105,000 00
Construction of new work.....	30,518 49
Additional equipment	1,322 11
Total	\$136,840 60

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock paid in.....	\$3,996,670 00
Funded debt	1,500,000 00
Accounts payable.....	41,744 62
Income account	4,081 01
	<hr/>
	\$5,542,595 63

ASSETS.

Roadway, equipment, etc.....	\$5,519,980 17
Materials account	12,900 78
Accounts receivable	8,979 90
Cash.....	734 78
	<hr/>
	\$5,542,595 63

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

January 4, 1873. D. Jones, employe; knocked off train by bridge No. 38; fatally injured; died a few days after; want of caution.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

Thos. A. Scott.....	Philadelphia, Pa.
Geo. B. Roberts	“ “
Charles Moran	New York city.

H. J. Jewett	Columbus, Ohio.
M. Churchill	Zanesville, “
E. E. Fillmore	“ “
G. W. Adams	Dresden, “
H. J. Jewett, President.....	Columbus, “
J. A. Lippincott, Secretary and Treasurer	Zanesville, “
C. C. Waite, Superintendent and Engineer.....	“ “
M. Mounts, Master of Transportation	Lancaster, “
L. Kells, Master Mechanic	“ “
F. R. Myers, General Ticket Agent	Pittsburgh, Pa.
Wm. Stewart, General Freight Agent.....	“ “
R. B. Bailey, General Agent.....	Zanesville, Ohio.

State of Ohio, Franklin County, ss :

Hugh J. Jewett, President of the Cincinnati and Muskingum Valley Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D., 1873, according to the best of his knowledge and belief.

(Signed)

H. J. JEWETT,
President.

Subscribed and sworn to, before me, this 9th day of September, A. D. 1873.

(SEAL.)

GEORGE DRIGGS,
Notary Public.

CINCINNATI, RICHMOND AND CHICAGO RAILROAD COMPANY.

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Hamilton via Eaton to Richmond [of which 6 miles in Indiana are leased]	42 miles.
Aggregate of sidings, etc	2.70 "
Total length of rail	44.70 "

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$500,000 00
Amount paid in—common	382,600 00
Amount of stock paid in per mile (36 miles)	\$10,627 78
Stockholders, residents of Ohio, 20.	
Amount of stock held and owned by them June 30	372,800 00
No transfer agency out of the State.	

DEBT.

First mortgage 7 per cent. bonds, due July 1, 1895	\$560,000 00
Second mortgage 7 per cent. bonds, due January 1, 1889	65,000 00
Amount of funded debt	\$625,000 00
Amount of floating debt—not secured by mortgage	46,283 70
Decrease since June 30, 1872	39,914 90
Total amount of funded and floating debt	671,283 70
Amount of debt per mile, (36 miles)	18,646 77
Total amount of paid in stock and debt	\$1,053,883 70
Total amount per mile (36 miles)	\$29,274 55

COST OF ROAD, EQUIPMENT, ETC.

Right of way and construction	\$826,733 29
Equipment	184,551 93
Other items of cost not included above	700 00
Total	\$1,011,985 27
Cost per mile (36 miles)	28,110 70
Value of real estate owned by company, exclusive of roadway	500 00

CHARACTERISTICS, ETC.

LINE LAID WITH RAIL.

Main track	36 miles.
Aggregate of sidings and other tracks	2.70 "
Total length of rail embraced in preceding heads	38.70 "
Weight of rail per yard on main track	60 pounds.
Gauge of road	4 ft. 10 in.
Length of road ballasted, 36 miles; material used, gravel.	

railroads crossed at grade.

Number of highways crossed at grade, 63.

BRIDGES, STATIONS, ETC.

Bridges.

Wood, 22; aggregate length, 2,476 feet.

Re-built within the year ending June 30 :

How designated.	Construction.	Material.	Length.
Number 3	Howe Truss.	Wood.	91 feet.
" 5	"	"	98 "
" 7	"	"	68 "
" 10	"	"	41 "
" 17	"	"	46 "
" 22	"	"	60 "

Greatest age of bridges, 14 years.

Stations.

Passenger, 1; passenger and freight combined, 9; total, 10.

Fencing.

Length built within the year ending June 30, 1873, 6.61 miles.

Cost per rod, \$1.70.

Additional necessary to inclose road on both sides, $17\frac{1}{4}$ miles.

Reasons why not completed: Want of means.

EQUIPMENT, ENTIRE LINE.

Locomotives, 5; average weight, including tenders, 55,000 pounds; average cost, \$8,026.60.

Express and baggage cars, 4; average weight, 26,500 pounds; average cost, \$1,548.52.

Passenger cars, 1, average weight, 34,000 pounds; average cost, \$1,350.00.

Sleeping cars, 2; owned by Pullman Car Company.

Freight cars, 162; average weight, 17,000 pounds; average cost, \$659.15.

Hand cars, 5; average weight, 500 pounds; average cost, \$150.00.

Brake in use on passenger cars, ordinary hand brake.

Method of bridging between passenger cars, Miller's patent coupler and platform.

HEATING AND LIGHTING OF CARS.

Method of heating: Passenger cars, wood; sleeping cars, coal. No parlor or drawing-room cars.

Means of lighting same: candles.

Total number of persons employed in operating the road, entire line, 70; proportion for Ohio, 60.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains, not limited.

Average rate of same, including stops, not limited.

Highest rate allowed mail and accommodation trains, 25 miles.

Average rate of same, including stops, 20 miles.

rate allowed freight trains, 12 miles.

Average rate of same, including stops, 10 miles.

17 R. & T.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile—

Highest fare for the shortest distance carried	15 cents.
Highest for more than 8 and less than 30 miles	4 “
Highest for more than 30 and less than 100 miles	3.50 “

Lowest fare for through passengers, first class, 3 cents; second class, 2½ cents.

Amount charged in addition to regular passenger fare in sleeping or other cars run on the road :

For berth, \$2.00; section, \$4.00.

No addition to ticket rates when fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes :

	First.	Second.	Third.	Fourth.
Highest rate for the shortest distance carried	20 cts.	16 cts.	12 cts.	10 cts.
Highest for more than 5 and less than 30 miles	7 “	6.67 “	4.67 “	4 “
Highest for more than 30 and less than 100 miles	5 “	5 “	4.25 “	3.33 “
Lowest rate for through freight.....	4 29 “	2.86 “	2.14 “	1.43 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on the road ?

American Express Company.

State terms as to rates, use of track, machinery, repair of cars, etc.

\$60 per week for 24,000 pounds; excess, 16 cents per 100 pounds.

Name and post-office address of the principal agent in Ohio :

Frank Clark, Cincinnati, Ohio.

No freight, transportation, or other special lines run on this road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

Rerolled iron rail	2½ miles.
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MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

Locomotives

Hanling passenger trains.....	62,529	
“ freight trains.....	60,524	
“ construction and other trains	8,817	
Total.....		131,870

Cars.

Passenger cars.....	139,601	
Express and baggage cars.....	58,559	
Freight and caboose cars.....	883,315	
Cars in construction and other trains	176,340	
Empty cars. (No record kept heretofore.)		
Total.....		1,257,79

AMOUNT PAID FOR LOSS, DAMAGE, ETC.

For injuries, in Ohio, to employes, fatal and non-fatal.....	\$43 00
For loss and damage of goods and baggage—entire line.....	1,493 36

ANIMALS KILLED IN OHIO.

2 Horses, amount of damages paid	\$161 50
8 Cattle, " " " "	172 50
Total.....	\$334 00

FUEL CONSUMED.

Wood	6,471 cords.
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DOINGS IN TRANSPORTATION—ENTIRE LINE.

Passengers.

Number carried, of all classes.....	81,165
Average number carried in each car.....	16½
Total mileage, or number carried one mile.....	2,278,518
Average number of miles traveled by each	28
Average amount received for each	\$0.94.66
Average amount per mile received for each.....	03.38

Freight.

Tons carried—	
Through	102,479
Local	49,174
Total.....	151,653
Average tons freight in each car.....	6.96
Total movement, or tons carried one mile	6,151,828
Average amount received for each ton.....	\$0.93.37
Average amount per mile received for each	02.30

TONNAGE—CLASSIFIED.

This table has not been kept. It will be furnished in the future reports as required by your circular, May 20, 1873.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—	
Through	\$23,295 10
Local	53,539 22
	\$76,834 32
From freight transportation—	
Through	\$78,965 50
Local	62,634 16
	141,599 66
From mail	4,961 00
" express	4,619 57
" all other sources of income, including rents, etc.	225 36
Total earnings.....	\$228,239 91

OPERATING EXPENSES.

Maintenance of way and structures	\$42,890 76	
Maintenance of cars	15,824 80	
Motive power	44,507 45	
Conducting transportation	25,567 23	
General expenses—		
Taxes—Ohio	\$1,028 26	
“ Indiana	132 00	
Other general expenses	27,573 71	
Total general expenses.....	<u>29,633 97</u>	
Total operating expenses, being 69.43 per cent. of earnings....		<u>158,474 21</u>
Net earnings		\$69,765 70

AMOUNTS PER MILE (42 MILES.)

Earnings	\$5,434 28	Proportion for Ohio (36 miles)	\$195,534 08
Operating expenses	3,773 19	“ “ 	135,834 84
Net earnings.....	1,661 09	“ “ 	59,799 24

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Interest on bonds	\$43,750 00
Floating debt liquidated	<u>39,914 90</u>
Total.....	\$83,664 90

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock.....	\$382,600 00
First mortgage bonds.....	560,000 00
Second mortgage bonds.....	65,000 00
Cincinnati, Hamilton and Dayton Railroad Company.....	41,873 70
Interest on bonds unclaimed.....	<u>4,410 00</u>
	\$1,053,883 70

ASSETS.

Construction account.....	\$826,733 29
Equipment “ 	184,551 93
Real estate “ 	700 00
Profit and loss “ 	<u>41,898 43</u>
	\$1,053,883 70

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

September 9, 1872. Isaiah Peterson, brakeman, killed near Somerville; struck by bridge; cause beyond his control.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Daniel McLaren	Cincinnati, Ohio.
Geo. T. Stedman	" "
William Goodman	" "
Jno. Young	" "
F. H. Short	" "
H. D. Huntington	" "
Henry Lewis	" "
Jos. H. Rogers	" "
Daniel McLaren, President and General Superintendent.....	" "
Geo. T. Stedman, Vice-President.....	" "
F. H. Short, Secretary and Treasurer	" "
L. Williams, Assistant Superintendent	" "
William Cullen, Master Mechanic.....	" "
Samuel Stevenson, General Ticket Agent.....	" "
J. R. Reed, General Freight Agent	" "
P. Hickey, Purchasing Agent	" "

State of Ohio, County of Hamilton, ss. :

Daniel McLaren, President of the Cincinnati, Richmond and Chicago Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed]

DANIEL McLAREN, *President.*

Subscribed and sworn to before me, this 27th day of August, A. D. 1873.

[Seal]

B. D. STEVENSON, *Notary Public.*

CINCINNATI, SANDUSKY AND CLEVELAND RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LENGTH OF ENTIRE LINE OPERATED—GIVING TERMINAL POINTS.

(Not including 25 miles leased—Springfield to Dayton.)

From Sandusky to Springfield	130 miles.
“ Springfield to Columbus	45 “
“ Carey to Findlay	15.50 “
Total	190.50 “
Aggregate of sidings, etc	25.75 “
Total length of rail	216.25 “

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$6,000,000 00
Amount paid in—common	\$3,995,305 00
preferred	429,037 45
Total amount paid in	4,424,342 45
Decrease by error in report of 1872	\$504,695 00
Less actual increase since June 30, 1872	200,000 00
Decrease from last report	\$304,695 00
Amount of stock paid in per mile (170½ miles)	25,949 22
Number of stockholders residents of Ohio: Do not keep record of residence.	
Location of transfer office or agency out of this State:	
No. 10 Pemberton Square, Boston.	
No. 73 Broadway, New York (recently opened).	
Number of shares (\$50 each) transferred within the year:	
Boston, 98,211; New York, 238.	

DEBT.

First mortgage (on part of road) Sandusky City and Indiana	
R. R. 7 per cent. bonds, due March 1, 1877	\$350,000 00
First mortgage (on part of road) Sandusky, Dayton and Cincinnati R. R. 6 per cent. bonds, due February 1, 1900	827,000 00
First mortgage on part of road, and 2d on balance 7 per cent. bonds and scrip, due June 1, 1890	1,073,512 40
Amount of funded debt	\$2,250,512 40

Decrease since June 30, 1872, in addition to \$1,000,000, bonds	
Columbus, Springfield and Cincinnati R. R. Co. deducted.....	\$10,817 60
Amount of floating debt, not secured by mortgage	263,132 20
Increase since June 30, 1872.....	\$250,023 88
Total amount of funded and floating debt.....	2,513,644 60
Increase since June 30, 1872.....	239,206 26
Amount of debt per mile (170½ miles).....	14,742 78
Total amount of paid-in stock and debt	\$6,937,987 05
Total amount per mile (170½ miles).....	\$40,692 00

COST OF ROAD, EQUIPMENT, ETC.

Right of way, construction and equipment	\$6,158,657 69
Cost per mile (170½ miles)	\$36,121 16

CHARACTERISTICS, ETC.

LINE LAID WITH RAIL.

Main track	155 miles.
Findlay Branch, main track.....	15.50 "
Aggregate of sidings and other tracks not above enumerated	25.75 "
Total length of rail embraced in preceding heads.....	196.25 "
Weight of rail per yard on main track	56 lbs.
Gauge of road—main line	4 ft. 10 in.
Columbus, Springfield and Cincinnati—Columbus Div	4 ft. 9½ in.
Length of road ballasted: 170½ miles, with gravel.	

RAILROADS CROSSED AT GRADE.

Lake Shore and Michigan Southern Railway at Sandusky and Clyde.
Mansfield, Coldwater and Lake Michigan Railroad at Tiffin.
Pittsburgh, Ft. Wayne and Chicago Railway at Forest.
Cleveland, Columbus, Cincinnati and Indianapolis R'y at Bellefontaine and Springfield.
Pittsburgh, Cincinnati and St. Louis R. R. and Atlantic and Great Western R. R. at Urbana.
Pittsburgh, Cincinnati and St. Louis Railway at Columbus.
Little Miami Railroad at Columbus and London.
Do all trains on your road stop at these crossings? Yes.
Are flagmen stationed at each? Crossing signals and flagmen at most.
Number of highways crossed at grade: 134.

BRIDGES, TRESTLES, ETC.

Bridges.

12 wood; aggregate length, 2,134 feet.
Greatest age, 18 years.

Trestles.

[Number not given]; aggregate length, 1,965 feet.
Greatest age, 21 years.

Stations, etc.

(Not including road south of Springfield.)

Passenger, 36 ; freight, 36 ; total, 72.

Water, 16 ; fuel, 13 ; total, 29.

Engine-houses, 5 ; value, \$5,000.

Shops for construction, 1 ; value, 15,000.

Shops for repairs, 3 ; value, 7,500.

Fencing.

Length built within the year ending June 30 :

Columbus, Springfield and Cincinnati, 4 miles ; main line, 1 mile ; total, 5 miles.

Cost per rod : About 1.80.

Additional necessary to inclose road on both sides : Columbus, Springfield and Cincinnati, 7 miles ; main line, 10 miles ; total, 17 miles.

Reasons why not completed : Are building.

EQUIPMENT—ENTIRE LINE.

	Number.	Average weight.	Average value.
Locomotives	29	*56,000 lbs.	† \$4,000 00
Express and baggage cars	9	23,000 "	350 00
Passenger cars	24	29,000 "	600 00
Sleeping cars	3	29,000 "	650 00
Mail and smoking cars	3	23,000 "	500 00
Freight cars—box	337	17,000 "	250 00
" coal	338	15,500 "	175 00
Other cars—flat	182	15,000 "	175 00
" stock	65	16,000 "	250 00
" hand	61	.....	20 00

Equipment all owned by the company.

Brake in use on passenger cars : Common.

Met of bridging between passenger cars : Miller's Patent Platform Buffer and
C ; also, plank connection on some cars.

HEATING AND LIGHTING OF CARS.

Method of heating :

We are using heating apparatus firmly secured, so as to protect against casualties by fire.

Means of lighting same : Candles.

Total number of persons employed in operating the road, entire line, 640.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains	30 miles.
Average rate of same, including stops	25 "
Highest rate allowed mail and accommodation trains	27 "
Average rate of same, including stops	23 "
Highest rate allowed freight trains	15 "
Average rate of same, including stops	11 "

* Including tenders.

† Machinery old, and unable to state original cost.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

Highest fare for the shortest distance carried—

No charge less than 15 cents shortest distance, 1 $\frac{3}{4}$ mile	8.57 cts.
Highest for more than 8 and less than 30 miles	4 “
Highest for more than 30 and less than 100 miles	4 “
Highest for the whole length of the main road	3.50 “
Lowest rate for through passengers	3 “

Amount charged in addition to regular passenger fare, in sleeping or other cars run: For seat, —; berth, \$1.50; section, \$3.00. No addition to ticket rates if fare is paid on train.

FREIGHT.

Rate charged per ton per mile for the various classes—

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried	43 cts.	33 cts.	20 cts.	20 cts.	.....
Highest for more than 5 and less than 30 miles	21 “	24 “	20 “	12.50 “	.....
Highest for more than 30 and less than 100 miles	11 “	10 “	7.50 “	5 “	.....
Highest for the whole length of the main road	6 “	5 “	3.75 “	2.50 “	1.75 cts.
Lowest rate for through freight....	3.25 “	2.50 “	1.75 “	1.12 “	1 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ?

United States Express Company. Contract \$53 per day, with privilege to carry both ways 8,000 lbs. per day, through and way. All over 8,000 lbs. to be paid for; through excess 50 cents, local 35 cents per 100 lbs.

Name and post-office address of the principal agent or officer in Ohio

E. M. Matthews, division superintendent, Cleveland.

No freight, transportation or other special lines run on our road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail (weight 56 lbs. per yard)	3.40 miles.
Rerolled iron	2.82 “
Spliced and mended iron	8.20 “

Total	14.42 miles.
-------------	--------------

Steel and capped rail in use entire line : None.

MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

Locomotives.

Hauling passenger trains	304,329
“ freight trains	410,193
“ mixed—construction and other trains	70,235
Total	784,812

Cars.

Passenger cars.....	661,056	
Express and baggage cars.....	335,536	
" foreign cars	1,292,676	
Freight cars—owned by company	2,004,603	
Cars in construction and other trains	843,420	
Empty cars: included in freight car mileage.		
Total		5,137,296

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to employes, fatal and non-fatal	\$4,288 95
" loss and damage of goods and baggage:	
Charged to earnings—not an expense item.	

ANIMALS KILLED.

14 Horses; amount of damages paid.....	\$913 96	
36 Cattle; " " "	1,341 39	
17 Sheep; " " "	40 80	
14 Hogs; " " "	103 00	
		\$2,399 15

FUEL CONSUMED.

Wood, 13,252 cords: coal, 4,293 tons.

DOINGS IN TRANSPORTATION, ENTIRE LINE.

PASSENGERS.

Number carried, of all classes .....	.....
Total mileage, or number carried one mile.....	.....
Average number of miles traveled by each .....	.....
Average amount received for each .....	.....
Average amount per mile received for each .....	.....

Record of passengers was not kept last year, neither years preceding; the figures given in previous reports have been *estimates*. Record commenced July 1, 1873.

FREIGHT.

Tons carried: Through	148,524	
Local	166,321	
Total		314,845
Total movement, or tons carried one mile: Not kept.		
Average amount received for each ton		\$1 44.76
Average amount per mile received for each: Not kept.		

TONNAGE—CLASSIFIED.

No record kept—commenced July 1, 1873.

EARNINGS, OPERATING EXPENSES, ETC, FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation:		
Through	\$49,556 27	
Local	160,751 08	
		\$210,307 35

From freight transportation	\$155,685 41
“ mail	15,766 58
“ express	27,339 55
“ all other sources of income, including rents, etc.	31,672 89
Total earnings	<u>\$740,771 78</u>

OPERATING EXPENSES.

Maintenance of way and structures.....	\$151,576 84
Maintenance of cars	51,576 19
Motive power	166,886 01
Conducting transportation.....	41,413 53
Machine shops, fuel, tools, etc.....	11,933 91
Station expenses, repairs of buildings, docks, etc.....	275,247 72
General expenses :	
Taxes	\$17,500 00
Other general expenses	48,926 61
Total general expenses	<u>66,426 61</u>
Total operating expenses, being 76.28 per cent. of earnings.....	<u>\$565,030 81</u>
Net earnings of road operated	\$175,710 97
“ of 25 miles leased, additional.....	<u>6,343 82</u>
Total net earnings of line owned and leased	<u>\$240,054 79</u>

AMOUNTS PER MILE OPERATED (190½ MILES).

Earnings.....	\$3,888 57
Operating expenses	2,966 20
Net earnings	922 37
“ per mile, of 25 miles leased	<u>2,573 75</u>

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From sale of bonds previously issued.....	\$6,900 00
“ sale of real estate	200 00
“ increase of floating debt.....	250,023 88
“ scrip.....	142 00
Total	<u>\$257,265 88</u>

PAYMENTS.

Interest on bonds, etc.....	\$232,174 28
Dividends—rate, 6 per cent. on preferred stock.....	25,753 47
Applied to sinking fund.....	20,420 28
Construction of new work.....	16,537 37
Additional equipment.....	182,626 57
Additional real estate	2,700 00
Total.....	<u>\$480,211 97</u>

GENERAL BALANCE SHEET JULY 1, 1873.

LIABILITIES.

Capital stock	\$3,995,305	
Less held by company	200,000	
	<hr/>	\$3,795,305 00
(Error \$504,695 last year.)		
Preferred stock and scrip	429,037	00
Bonds—Sandusky, Dayton and Cincinnati	\$827,000	00
Sandusky City and Indiana	350,000	00
Cincinnati, Sandusky and Cleveland	1,072,300	00
Cincinnati, Sandusky and Cleveland 7 per cent. bond scrip...	1,212	40
Interest on bonds	41,751	00
Dividends preferred stock	2,677	50
Pay-rolls and taxes	40,089	00
Bills payable	176,688	35
Due individuals	43,333	93
Profit and loss	28,832	57
	<hr/>	\$6,808,227 28

ASSETS.

Railway and equipment	\$6,158,657	69
New construction	16,537	37
Supplies	49,487	64
Bills receivable	644	68
Stocks	22,831	03
Columbus, Springfield and Cincinnati Railroad Company stock.	505,750	00
Sinking Fund Commissioners	13,535	83
Cash at transfer and coupon agencies	5,218	74
Uncollected earnings	21,521	80
Due from individuals	4,451	88
Cash	9,500	62
	<hr/>	\$6,808,227 28

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 2, 1872. Frank Terry, near York: killed; suicide; laid his head on rail, as train was approaching.

July 13, 1872. John Ritchie, brakeman, Georgesville: killed; sat down on track at night, waiting for train and fell asleep; run over; want of caution.

August 7, 1872. Jerry Lynch, employe: killed; struck by locomotive; cause beyond his own control.

August 1, 1872. — Elliot, passenger: injured; fell off car platform when intoxicated; head bruised; cause beyond his own control.

September 6, 1872. Lewis Murphy, brakeman: injured; fell from train; leg cut off; want of caution.

February 3, 1873. Edward Robrahn, employe, north of Carey: killed; fell from train; dragged under car; want of caution.

April 18, 1873. C. B. Fullerton, Kenton: killed; walking on track ahead of train; leg cut off; died next day. He was very deaf.

May 10, 1873. R. A. Jackson, employe, Kenton : injured; struck on head by over head bridge over Scioto river; want of caution.

June 3, 1873. S. Hand, west of Columbus: killed; sitting on end of track; struck by locomotive; died same evening; intoxicated.

RECAPITULATION.

Killed—Employees—cause beyond control	1
want of caution	2
Others	3
Total	6
Injured—Passengers—cause beyond control	1
Employees—want of caution	2
Total	3

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Rush R. Sloane.....	Sandusky, Ohio.
J. S. Farlow.....	Boston, Mass.
J. D. Farnsworth.....	" "
N. W. Pierce.....	" "
Elisha C. Litchfield.....	New York City.
Wm. Wilshire.....	Cincinnati, Ohio.
Geo. J. Anderson.....	Sandusky, Ohio.
Wm. G. Lane.....	" "
J. D. Chamberlain.....	" "
Rush R. Sloane, President and General Manager.....	Sandusky, Ohio.
J. S. Farlow, Vice President.....	Boston, Mass.
L. H. Lewis, Auditor.....	Sandusky, Ohio.
J. L. Moore, Secretary and Treasurer.....	" "
J. C. Buxton, Superintendent and General Freight Agent.....	" "
J. Y. Beattie, Master Mechanic.....	" "
H. M. Brouson, General Ticket Agent.....	" "
J. C. Buxton, Purchasing Agent.....	" "

State of Ohio, County of Erie, ss :

Rush R. Sloane, President of the Cincinnati, Sandusky and Cleveland Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A.D. 1873, according to the best of his knowledge and belief.

[Signed]

RUSH R. SLOANE, *President.*

Subscribed and sworn to before me, this 10th day of September, A.D. 1873.

[SEAL.]

J. L. MOORE, *Notary Public.*

CINCINNATI AND SPRINGFIELD RAILWAY COMPANY.

[ROAD ALL IN OHIO.]

LENGTH OF LINE OPERATED—GIVING TERMINAL POINTS.

From Cincinnati via Dayton to Springfield	50.50 miles.
Aggregate of sidings, etc.....	11.25 "
Total length of rail.....	91.75

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$5,000,000 00
Amount paid in—Common.....	1,100,000 00
Amount per mile (48½ miles).....	\$22,680 41

DEBT.

First mortgage 7 per cent. bonds, due 1901.....	\$2,000,000 00
Second mortgage 7 per cent. bonds, due 1902.....	\$411,000 00
Amount of funded debt.....	\$2,411,000 00
Decrease since June 30, 1872, being second mortgage bonds in hands of company.....	89,600 00
Amount of floating debt not secured by mortgage	314,524 96
Increase since June 30, 1872.....	\$314,524 96
Total amount of funded and floating debt	2,725,524 96
Increase since June 30, 1872.....	225,524 96
Amount of debt per mile (48½ miles)	56,196 39
Total amount of paid in stock and debt	\$3,625,524 96
Total amount per mile (48½ miles)	\$78,876 80

COST OF ROAD, ETC.

Total (all kept in construction account).....	\$3,792,164 26
Cost per mile (47½ miles)	\$78,188 95

CHARACTERISTICS, ETC.

LINES LAID WITH RAIL.

Main track.....	43.50 miles.
Aggregate of sidings and other tracks	11.25 "
Total length of rail embraced in preceding heads.....	59.75 "
Weight of rail per yard on main track.....	57 and 60 lbs.
Gauge of road.....	4 ft. 9½ in.
Length of road ballasted, 91¼ miles; re-ballasted since June 30, 1872, 30 miles; material used, gravel.	

RAILROADS CROSSED AT GRADE.

Atlantic and Great Western Railroad, at Dayton.

Cincinnati, Hamilton and Dayton Railroad, at Dayton.

Do all trains on your road stop at these crossings: Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade? 75.

BRIDGES, STATIONS, ETC.

Bridges.

Wood, 30; aggregate length, 3,204 feet.

Built within the year ending June 30:

Location.	Construction.	Length.
Mad River, near Springfield	Howe Truss.	259 feet.
" "	"	198 "

Greatest age of bridges: All new in 1872.

Stations, etc.

Passenger, 7; freight, 3; combined, 21; total, 31.

Water, 6; fuel, 2; total, 8.

Engine houses, 2; value, \$3,000.00.

Fencing.

Length built within the year ending June 30: 38 miles; cost per rod, \$1.65.

Additional necessary to inclose road on both sides: 10 miles.

Reason why not completed: For want of time.

EQUIPMENT, ENTIRE LINE.

	Number.	Average weight.	Average cost.
Locomotives.....	16	*60,000 lbs.	*\$7,000 00
Express and baggage cars	6	29,000 "	1,875 00
Passenger cars	15	36,000 "	4,430 00
Freight cars	300	16,000 "	557 00

Brake in use on passenger cars: Westinghouse air-brake. Method of bridging between passenger cars: Miller platform.

HEATING AND LIGHTING OF CARS.

Method of heating: patent safety stoves.

Means of lighting same: candles.

Total number of persons employed in operating the road, entire line: 637.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains	35 miles.
Average rate of same, including stops	30 "
Highest rate allowed mail and accommodation trains	27 "
Average rate of same, including stops	22 "
Highest rate allowed freight trains	15 "
Average rate of same, including stops	10 "

* Including tenders.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged for the respective classes per mile —

	First.	Second.	Third.
Highest fare for the shortest distance carried	5.50 cts.	2.33 cts.	1 cent.
Highest for more than 8 and less than 30 miles	5.50 "	2.33 "	1 "
Highest for more than 30 and less than 100 miles	3.50 "	2 "	1 "
Highest for the whole length of the main road	3.50 "	2 "	1 "
Lowest fare for through passengers	2 "	1.75 "	1 "

Amount charged in addition to regular fare, in sleeping or other cars run on the road : For seat, 75 cents ; berth, \$1.00 ; section, \$3.00 ; state-room, \$3.00.

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes :

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried	5.50 cts.	3.70 cts.	3.70 cts.	3.25 cts.	3 cts.
Highest for more than 5 and less than 30 miles	5.50 "	3.70 "	3.70 "	3.25 "	3 "
Highest for more than 30 and less than 100 miles	5.50 "	3.70 "	3.70 "	3.25 "	3 "
Highest for the whole length of the main road	5.50 "	3.70 "	3.70 "	3.25 "	3 "
Lowest rate for through freight	1.75 "	1.50 "	1.25 "	1.20 "	1.20 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ?

American Express and United States Express.

State terms as to rates, use of track, machinery, repair of cars, etc. :

About double first-class rates.

Name and post-office address of the principal agents of each, or its officers in Ohio :

H. S. Julier, Superintendent, Cleveland, American Express.

E. M. Mathews, Superintendent, Cleveland, United States Express.

What freight, transportation and other special lines run on your road ?

Merchants Dispatch ; Great Western Dispatch ; White Line ; Union Star Line :

State terms as to rates, use of track, machinery, repair of cars, etc., with each :

White Line co-operative ; owned by the different railways in line. The others, about 10 per cent. on the business done by each.

Name and post-office address of the principal agents of each line, or its officers in Ohio :

Merchants Dispatch, O. B. Skinner, General Manager, Cleveland ; Great Western Dispatch, R. C. Vilas, General Manager, New York ; White Line, Geo. Darling, General Manager, Buffalo, N. Y. ; Union Star Line, Wm. Thaw, President, Pittsburgh, Pa.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

Rerolled iron (weight, 60 lbs. per yard)	15 miles.
Steel rail laid on all entire line	48.50 "

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	193,200	
“ freight trains	248,200	
“ construction and other trains	31,000	
		472,400

Cars.

Passenger cars	275,000	
Express and baggage cars	213,000	
Freight cars	3,515,000	
Caboose cars	114,232	
Cars in construction and other trains, and empty cars : not kept.		4,117,232

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, employes and to others, fatal and non-fatal...	\$2,205 10
For loss and damage of goods and baggage	1,891 11

ANIMALS KILLED.

Horses, 6 ; cattle, 57 ; sheep, 7 ; hogs, 11. Amount of damages paid	\$1,280 25
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FUEL CONSUMED.

Wood, 3,372 cords ; coal, 21,013 tons.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	198,607
Total mileage, or number carried one mile	6,792,978
Average number of miles traveled by each	34 2-10
“ amount received for each	\$0 97.60
“ amount per mile received for each	02.854

Freight.

Tons carried—		
Through	270,636	
Local	69,392	
		340,028
Total movement, or tons carried one mile		17,907,683
Average amount received for each ton		\$1 02.90
Average amount per mile received for each		01.954

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	59,486	17.5
Stone, lime, sand, etc. ^f	8,499	2.5
Petroleum	3,127	9
Ores	10,766	3.2
Pig and bloom iron, railroad iron and other iron and castings	13,877	4.1
Lumber and other forest products	23,510	6.9
Live stock	10,748	3.2
Grain	30,655	9.
Other agricultural products, cotton and tobacco	29,276	8.6

	Tons.	Per cent.
Flour.....	8,012	2.3
Provisions (beef, pork, lard, etc.)	10,802	3.2
Manufactures, including agricultural implements.....	30,553	9
Merchandise	100,717	29.6
Total.....	340,023	100

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—		
Through	\$126,644 11	
Local	67,218 48	
		\$193,862 59
From freight transportation—		
Through	\$285,156 29	
Local	64,666 62	
		349,822 91
From mail		16,554 37
“ express		23,554 63
“ all other sources, including rents etc.....		14,700 82
Total earnings		\$603,495 32

OPERATING EXPENSES.

Maintenance of way and structures	\$221,941 23	
Maintenance of cars	55,217 87	
Motive power	36,318 17	
Conducting transportation	403,960 81	
General expenses	9,375 11	
Total operating expenses, being 121.26 per cent. of earnings		\$731,813 19
Deficit		\$128,317 87

AMOUNTS PER MILE (80½ MILES).

Earnings.....	\$7,496 83
Operating expenses	9,090 84
Deficit.....	1,594 01

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From sale of bonds (previously issued).....	\$178,000 00
“ increase of floating debt	314,524 96
Total.....	\$492,524 96

PAYMENTS.

Interest on bonds.....	\$175,000 00
Lease of 24 miles of the C. and S. and C. R. R. between Springfield and Dayton, at 35 per cent. of the gross receipts of that piece of road	64,343 82
Construction of new work, additional equipment and real estate; all kept in one account	192,164 26
Total.....	\$431,503 08

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

September 10, 1872. H. B. Miller, Springfield, killed; attempted to cross track in front of train.

October 16, 1872. Unknown passenger, Dayton; shot and killed himself on platform of coach. His own misconduct.

November 19, 1872. P. Shay, employe, Ford's, killed; attempted to get on train in motion. Want of caution.

January 30, 1873. John Turrell, Dayton, killed; attempted to pass from train in motion.

April 29, 1873. L. Quill, Springfield, injured; fell from freight train in motion. [Extent not stated.]

June 16, 1873. S. Hervey, Dayton, injured; run over in yard by switching engine, [Extent not stated.]

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
R. M. Shoemaker	Glendale, Ohio.
J. N. Kinney	Cincinnati, "
Seth Evans	Cincinnati, "
H. B. Hurlbut	Cleveland, "
Oscar Townsend	Cleveland, "
Rush R. Sloane	Sandusky, "
J. H. Devereux	Cleveland, "
Robert H. Shoemaker	Richmond, Ind.
George Eustis	Cincinnati, Ohio.
R. M. Shoemaker, President	Cincinnati, Ohio.
J. H. Devereux, Vice-President	Cleveland, "
M. C. Shoemaker, Treasurer and Secretary	Cincinnati, "
R. H. Shoemaker, Superintendent	Cincinnati, "

State of Ohio, Hamilton County, ss :

R. M. Shoemaker, President of the Cincinnati and Springfield Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

(Signed)

R. M. SHOEMAKER, *President.*

Subscribed and sworn to, before me, this 23d day of September, A. D. 1873.

[SEAL]

M. C. SHOEMAKER, *Notary Public.*

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY COMPANY.

LENGTH OF ENTIRE LINE, GIVING TERMINAL POINTS.

From Cleveland, via Delaware. to Columbus	133	miles.
“ Delaware to Springfield	50	“
“ Galion, via Bellefontaine, to Indianapolis	203	“
Total.....	391	miles.
Double main track.....	18	“
Aggregate of sidings, etc., not above enumerated	86.25	“
Total length of rail	495.25	miles.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$15,000,000	00
Total amount paid in: Common	\$14,991,650	00
Increase since June 30, 1872.....	\$1,158,115	94
Amount of stock paid in per mile (391 miles).....	38,341	81
Proportion for Ohio (307 miles).....	11,770,935	57
Stockholders, residents of Ohio, 323.		

Amount of stock held and owned by them June 30..... 1,171,700 00

Location of office or agency for the transfer of stock out of this State :
New York City.

Number of shares (par value \$100 each) transferred within the year ending June 30, at said transfer office: 121,583.

DEBT.

Cleveland, Columbus and Cincinnati Railroad 1st mortgage		
7 per cent. bonds, due \$25,000 each year	\$271,000	00
Cleveland, Columbus, Cincinnati and Indianapolis Railway		
1st mortgage 7 per cent. bonds, due May, 1899.....	2,273,000	00
Bellefontaine and Indiana Railroad 1st mortgage 7 per cent.		
bonds, due January, 1874 to 1899	456,000	00
Amount of funded debt.....	\$3,000,000	00
Amount of floating debt not secured by mortgage	865,234	83
Increase since June 30, 1872.....	\$865,284	83
Total amount of funded and floating debt	3,865,284	83
Amount of debt per mile (391 miles)	9,885	63
Proportion for Ohio (307 miles)	3,034,888	41
Total amount of paid in stock and debt.....	\$18,856,934	83
Total amount per mile (391 miles)	\$48,227	45
Total proportion for Ohio (307 miles).....	14,805,824	08

COST OF ROAD, EQUIPMENT, ETC.

Right of way, construction and equipment—all kept in construction account.....	\$16,722,736 40
Cost per mile (391 miles).....	\$42,769 14
Proportion for Ohio (307 miles)	13,130,125 98
Value of real estate owned by company, exclusive of road-way (estimated)	100,000 00

CHARACTERISTICS, ETC.

LINE IN OHIO LAID WITH RAIL.

Main track.....	307 miles.
Double main track	18 "
Aggregate of sidings and other tracks not above enumerated.....	72 "
Total length of rail embraced in preceding heads.....	397 "

Weight of rail per yard on main track, 60 lbs.; gauge of road, 4 ft. 9½ in.

Length of road in Ohio ballasted, 325 miles; material used, gravel and stone.

RAILROADS CROSSED IN OHIO AT GRADE.

Lake Shore and Tuscarawas Valley Railway, Grafton.

Baltimore and Ohio Railroad, Lake Erie Division, Shelby.

Mansfield, Coldwater and Lake Michigan Railroad, Sharon.

Pittsburgh, Fort Wayne and Chicago Railway, Crestline.

Atlantic and Great Western Railroad (2 crossings), Galion and Marion.

Cincinnati, Sandusky and Cleveland Railroad, Bellefontaine and Springfield.

Pittsburgh, Cincinnati and St. Louis Railway, Columbus.

Columbus, Chicago and Indiana Central Railway, Milford.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade in Ohio, 275.

BRIDGES, STATIONS, ETC., IN OHIO.

Bridges.

22 wood; aggregate length, 2,295 feet. 2 iron; aggregate length, 116 feet. 9 stone; aggregate length, 824 feet. Total, 3,235 feet.

Bridges built within the year ending June 30:

Location.	Construction.	Material.	Length.
Miami Canal, Sidney.....	Howe Truss	Wood.....	118 feet.
Musquito Creek, east of Sidney..	Arches	Stone	94 "

Greatest age of bridges: Wood, 14 years; iron, 23 years

[No trestles in Ohio.]

Stations, etc.

Passenger, 16; freight, 15; combined, 45. Total, 76.

Water, 14; fuel, 12. Total, 26.

Engine-houses, 6. Value, \$44,500.00.

Shops for construction, 3. Value, \$75,000.00.

Fencing.

Length built within the year ending June 30, 46½ miles post and board, 17½ miles rail; total, 64 miles. Cost per rod: post and board, \$1.65; rail, 80c.

Road inclosed on both sides.

EQUIPMENT—ENTIRE LINE.

	Number.	Average weight.	Average cost.
Locomotives.....	99	* 60,000 lbs.	* \$7,000 00
Express and baggage cars.....	20	29,000 "	1,875 00
Passenger cars.....	41	36,000 "	4,430 00
Drawing-room and sleeping cars.....	12	42,000 "	9,300 00
Freight cars.....	3119	15,000 "	557 00
Other cars.....	60	21,500 "	802 00

[No equipment not owned by company.]

Brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars: Miller platform.

HEATING AND LIGHTING OF CARS.

Method of heating: Baker's heater in sleeping cars, and patent safety stoves in passenger cars.

Means of lighting same: Candles.

Total number of persons employed in operating the road, entire line, 3,303; proportion for Ohio, 2,578.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains.....	35	miles.
Average rate of same, including stops.....	30	"
Highest rate allowed mail and accommodation trains.....	27	"
Average rate of same, including stops.....	22	"
Highest rate allowed freight trains.....	15	"
Average rate of same, including stops.....	10	"

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged for the respective classes per mile, in cents:

	First.	Second.	Third.
Highest fare for the shortest distance carried.....	3.50	2.33	1
Highest, for more than 8 and less than 30 miles.....	3.50	2.33	1
Highest, for more than 30 and less than 100 miles.....	3.50	2.33	1
Highest, for the whole length of the main road in Ohio.....	3.50	2.33	1
Lowest fare for through passengers.....	2.	1.75	1

Amount charged in addition to regular passenger fare, in sleeping or other cars run on the road:

For seat, 75c, berth, \$1.00; section, \$3; state-room, \$3. No addition to ticket rates if fare is paid on trains.

* Including tenders.

FREIGHT.

Rate charged per ton per mile for the various classes :

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried	5.50 cts.	3.70 cts.	3.70 cts.	2.25 cts.	3. cts.
Highest, for more than 5 and less than 30 miles	5.50 "	3.70 "	3.70 "	3.25 "	3. "
Highest, for more than 30 and less than 100 miles	5.50 "	3.70 "	3.70 "	3.25 "	3. "
Highest, for the whole length of the main road in Ohio	5.50 "	3.70 "	3.70 "	3.25 "	3. "
Lowest rate for through freight....	1.75 "	1.50 "	1.25 "	1.20 "	1.20 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ?

American Express Company.

United States Express Company.

State terms as to rates, use of track, machinery, repairs of cars, etc :

About double first-class rates.

Name and post-office address of the principal agents of each, or its officers in Ohio :

H. S. Julier, Superintendent, Cleveland, American Express.

E. M. Matthews, Superintendent, Cleveland, United States Express.

What freight, transportation, and other special lines run on your road ?

Merchants' Dispatch Transportation Company.

Great Western Dispatch Transportation Company.

White Line Central Transit Company.

Union Star Line.

State terms as to rates, use of track, machinery, repair of cars, etc., with each ?

Merchants' Dispatch, 10 per cent. on the business.

Great Western Dispatch, 10 per cent. on the business.

Union Star Line, about 10 per cent. on the business.

White Line, "co-operative," owned by the different railways in the line.

Name and post-office address of the principal agents of each line, or its officers, in Ohio :

O. B. Skinner, General Manager Merchants' Dispatch, Cleveland.

R. C. Vilas, General Manager Great Western Dispatch, New York.

George Darling, General Manager White Line, Buffalo, New York.

William Thaw, President Union Star Line, Pittsburgh, Pennsylvania.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

Re-rolled iron rail	44.75 miles.
Spliced and mended iron	30. "
Steel rail, weight 60 pounds per yard	49.75 "
Total	124.50 "

Steel and "capped" rail in use, entire line, 150 miles.

Report of Commissioner.

MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

Locomotives.

Hauling passenger trains	723,886
“ freight trains.....	2,060,120
“ mixed trains.....	703,140
“ construction and other trains.....	232,561
Total	3,729,707

Cars.

Passenger cars.....	2,443,292
Express and baggage cars	1,192,036
Freight cars	32,043,985
Caboose cars.....	1,281,355
Cars in construction trains and empty cars: Not kept.	
Total	36,960,668

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries, in Ohio, to passengers, employes, and to others, fatal and non-fatal (not kept separate).....	\$31,587 23
For loss and damage of goods and baggage—entire line.....	18,535 37

ANIMALS KILLED IN OHIO.

Horses, 26; mules, 1; cattle, 138; sheep, 129; hogs, 29.

Total amount of damages paid (not kept separate), \$3,533.85.

FUEL CONSUMED.

Wood, 67,370 cords; coal, 78,150 tons.

DOINGS IN TRANSPORTATION—ENTIRE LINE.

PASSENGERS.

Number carried, of all classes.....	521,444
Average number carried in each car	30
Total mileage, or number carried one mile.....	28,004,633
Average number of miles traveled by each	53.7
“ amount received for each.....	\$1 58.20
“ amount per mile received for each.....	02.946

FREIGHT.

Tons carried—	
Through	1,012,071
Local.....	562,537
	1,574,608
Average tons freight in each car	10
Total movement, or tons carried one mile.....	279,427,987
Average amount received for each ton.....	\$2 36.40
Average amount per mile received for each.....	01.332

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	212,129	13.5
Stone, lime, sand, etc	80,589	5.1
Petroleum	21,674	1.4
Ores	27,446	1.7
Pig and bloom iron, railroad iron (iron and steel rails), and other iron and castings.....	37,985	2.4
Lumber and other forest products.....	178,197	11.3
Live stock	128,379	8.2
Grain.....	291,879	18.5
Other agricultural products (cotton and tobacco).....	51,126	3.3
Flour.....	116,700	7.4
Provisions (beef, pork, lard, etc.)	62,532	4.
Manufactures, including agricultural implements	77,605	4.9
Merchandise	288,367	18.3
Supplies for company's use (not kept last year) .....	.....	----
Total	1,574,608	100.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—		
Through	\$356,064	32
Local	468,960	78
		\$825,025 10
From freight transportation—		
Through	\$2,535,941	88
Local	1,186,469	79
		\$3,722,411 67
From mail		81,943 20
“ express		82,033 26
“ all other sources of income, including rents, etc		141,753 49
Total earnings		\$4,853,166 72

OPERATING EXPENSES.

Maintenance of way and structures	\$949,276	52
Maintenance of cars	252,896	40
Motive power	187,923	84
Conducting transportation.....	1,892,295	33
General expenses:		
Taxes—Ohio	\$97,091	59
Indiana	10,004	70
Total general expenses.....	\$107,096	29
Total operating expenses, being 69.80 per cent. of earnings		\$3,389,488 38
Net earnings		\$1,463,678 34

AMOUNTS PER MILE (391 MILES.)

Earnings	\$12,412 19	Proportion for Ohio (307 miles) ..	\$3,810,542 33
Operating expenses.....	8,668 77	“ “	2,661,312 39
Net earnings	3,743 42	“ “	1,149,229 94

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.	
From sales of stock	\$1,152,115 94
PAYMENTS.	
Interest on bonds	\$210,000 00
Dividends, rate 7 per cent	1,012,312 00
Lease of Cincinnati and Springfield Railway: after paying expenses and interest the C. & S. R'y Co. have the net earnings.	
Construction of new work, additional equipment and real estate (all in one account)	2,309,454 55
Total	<u>\$3,531,766 55</u>

GENERAL BALANCE SHEET JULY 1, 1873.

LIABILITIES.	
Capital stock	\$15,000,000 00
Less owned by this company	8,350 00
	<u>\$14,991,650 00</u>
C. C. & C. R. R. Co. bonds	271,000 00
C. C. C. & I. R'y Co. first mortgage bonds	2,273,000 00
B. & I. R. R. Co. " "	456,000 00
" " old, past due	2,000 00
I. P. & C. R. R. Co. " "	2,000 00
" second "	1,000 00
New York dividends unpaid	9,712 99
Bills payable	492,694 00
Bills audited	431,659 92
Dividend No. 11, payable August 1, 1873	524,660 50
Surplus	<u>329,147 30</u>
	<u>\$19,844,524 71</u>

ASSETS.	
Construction	\$16,722,736 40
Materials on hand	435,978 05
Cash in hands of treasurer	247,905 67
Due from R. R. Co.'s agents, etc	345,536 91
Indianapolis and St. Louis R. R. stock and bonds	464,000 00
" " advances	314,524 96
Real estate	46,665 09
Great Western Despatch stock	81,100 00
Merchants' "	25,000 00
Empire Transportation Co. stock	17,592 86
Scioto and Hoeking Valley R. R. bonds	2,000 00
Springfield and Illinois South-eastern R. R. bonds	3,000 00
Stocks and bonds of other companies	<u>154,235 77</u>
	<u>\$19,844,524 71</u>

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 21, 1872. F. Church, employe, at Berea: killed coupling cars; want of caution.

July 22, 1872. R. People, near Caledonia: found dead on track.

July 26, 1872. O. P. Hewlett, near Cleveland: found dead on track; insane.

August 7, 1872. Wm. Lee, Cleveland: injured attempting to cross before train; leg off.

August 27, 1872. M. Shuh, Galion: killed; fell off bridge.

September 28, 1872. A. W. King, passenger, Wellington: killed; jumped from freight train in motion and fell under; want of caution.

October 22, 1872. H. Helms, Cleveland: killed attempting to cross in front of train in motion.

October 30, 1872. H. C. Culbertson, employe, Crestline: killed attempting to get on locomotive in motion; want of caution.

November 12, 1872. R. Palmer, employe, Cleveland: injured getting off locomotive in motion; arm off; want of caution.

November 16, 1872. J. E. Patrick and John Miller, cattle drovers, Ansonia: killed; collision of freight trains.

J. H. Hill and A. J. Hill, injured by same collision; not badly.

November 18, 1872. H. Elwell, employe, Berea: killed coupling cars; want of caution.

November 27, 1872. J. Ford, employe, Galion: killed; caught foot in guard-rail; run over by locomotive; want of caution.

December 8, 1872. J. Winter, employe, Rushsylvania: killed coupling cars; want of caution.

December 19, 1872. F. Davis, employe, New Bloomington: killed coupling cars; want of caution.

February 26, 1873. J. Prinderville, employe, Cleveland yard: injured; struck by car; arm off; want of caution.

April 5, 1873. M. Tice, Delaware: killed; walking on track in night; struck by car: was drunk.

April 15, 1873. A. T. Shaw, employe, Cleveland: killed; fell off bridge; want of caution.

April 23, 1873. J. Martin, employe, Ansonia: killed; fell from train in motion; want of caution.

May 10, 1873. S. Pennell, employe, New London: killed; fell from train in motion; want of caution.

May 15, 1873. John Hiller, Cleveland: killed; attempted to get on train in motion.

June 6, 1873. R. Ryan, New London: killed; attempted to get on train in motion.

RECAPITULATION.

Killed—passengers—from want of caution	1
“ employees— “ “	9
“ others	9
Total	19
Injured—employees—from want of caution	2
“ others	3
Total	5

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
P. H. Watson	New York City.
John J. Cisco	" "
H. B. Duncan	" "
F. Schuchardt	" "
Geo. B. McClellan	" "
S. L. M. Barlow	" "
H. E. Parsons	Ashtabula, Ohio.
R. M. Shoemaker	Cincinnati, Ohio.
L. M. Hubby	Cleveland, Ohio.
H. B. Hurlbut	" "
T. P. Handy	" "
J. H. Devereux	" "
S. Witt	" "
J. H. Devereux, President	Cleveland, Ohio.
H. B. Hurlbut, Vice-President	" "
A. Ely, Auditor	" "
G. H. Russell, Treasurer and Secretary	" "
E. S. Flint, Superintendent	" "
L. S. Young, Master Mechanic	" "
F. Ford, Engineer	" "
S. F. Pierson, General Ticket Agent	" "
L. Hills, General Freight Agent	" "

State of Ohio, County of Cuyahoga, ss :

H. B. Hurlbut, Vice-President of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed.]

H. B. HURLBUT, *Vice-President.*

Subscribed and sworn to, before me, this 23th day of August, A. D. 1873.

[Seal.]

NICHOLAS BARTLETT, *Notary Public.*

CLEVELAND AND MAHONING VALLEY RAILWAY COMPANY.

[ROAD ALL IN OHIO. LEASED AND OPERATED BY A. & G. W. R. R. CO.]

The Cleveland and Mahoning Railroad Company, the Niles and New Lisbon Railway Company, and the Liberty and Vienna Railroad Company, were consolidated under a mutual agreement, dated July 25, 1872, under the name of the Cleveland and Mahoning Valley Railway Company, and the latter company was duly organized August 7, 1872.

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Cleveland to Youngstown.....	67	miles.
“ Youngstown to Hubbard.....	12 50	“
“ Niles to New Lisbon	35.50	“
“ Liberty to Vienna.....	6	“
Total.....	121	“

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,759,200	00
Amount paid in	2,759,200	00
Amount of stock paid in per mile (121 miles).....	\$22,803	30
Stockholders, residents of Ohio, 8.		
Amount of stock held and owned by them June 30.....	700	00
No office for transfer of stock out of this State.		

DEBT.

1st mortgage 7 per cent. bonds, due August 1, 1873.....	\$740,500	00
2nd “ “ “ due September 15, 1864.....	100	00
3rd “ “ “ due September 15, 1876.....	654,500	00
Hubbard Branch mortgage 7 per cent. bonds, due July 15, 1873	72,500	00
N. & N. L. R'y mortgage 7 per cent. bonds, due January 1, 1890	500,000	00
Amount of funded debt.....	\$1,967,500	00
Amount of debt per mile of road (121 miles).....	\$16,261	16
Total amount of paid in stock and debt.....	\$4,726,500	00
Total amount per mile (121 miles).....	39,064	46

COST OF ROAD, Etc.

Right of way, construction, etc.....	\$4,526,777	03
Cost per mile (121 miles).....	\$37,411	38
Value of real estate owned by company, exclusive of roadway	20,776	18

RECEIPTS, EXPENDITURES, Etc., FOR YEAR ENDING JUNE 30.

RECEIPTS.

From lessee for rent of road	\$678,922 53
“ all other sources of income for the year.....	2,693 38
Total.....	<u>\$681,620 95</u>

EXPENDITURES.

For interest on bonds.....	\$95,954 96
“ five dividends on stock declared, aggregating 21½ per cent.....	597,890 26
“ taxes	303 39
“ expense of organization	5,571 03
“ right of way	2,365 97
“ legal expenses.....	2,378 40
“ real estate	704 00
“ annuity.....	60 00
“ accounts payable Niles and New Lisbon Railway Company.....	765 00
Total.....	<u>\$705,993 01</u>

GENERAL BALANCE SHEET JULY 1, 1873.

LIABILITIES.

Capital stock	\$2,759,200 00
Stock scrip	591 43
Funded debt.....	1,967,600 00
Unpaid coupons	2,040 55
Real estate claims	10,000 00
Unpaid dividends.....	3,962 53
Atlantic and Great Western Railroad Company	1,598 30
Profit and loss.....	263,870 03
	<u>\$5,008,862 84</u>

ASSETS.

Construction	\$4,526,777 03
Canal contract	128,461 00
Sinking fund	303,600 00
Land contracts	2,256 46
Real estate.....	20,776 18
Personal accounts	1,127 56
Unsettled claims.....	11,621 88
Cash.....	14,242 73
	<u>\$5,008,862 84</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Henry E. Parsons	Ashtabula, Ohio.
Reuben Hitchcock.....	Painesville, “
Stevenson Burke.....	Cleveland, “
John Tod	“ “
A. K. Spencer	“ “

Daniel J. Day.....	Cleveland, Ohio.
W. C. Andrews.....	“ “
W. P. Ewing.....	New York City.
Samuel L. M. Barlow.....	“ “
Henry E. Parsons, President.....	Ashtabula, Ohio.
Daniel J. Day, Secretary.....	Cleveland, “
A. K. Spencer, Treasurer.....	“ “

State of Ohio, County of Cuyahoga ss :

Henry E. Parsons, President of the Cleveland and Mahoning Valley Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed]

HENRY E. PARSONS, *President.*

Subscribed and sworn to, before me, this 18th day of August, A. D. 1873.

[SEAL.]

WM. E. SHERWOOD, *Notary Public.*

CLEVELAND, MT. VERNON AND DELAWARE RAILROAD COMPANY.

[ROAD ALL IN OHIO]

LENGTH OF ENTIRE LINE OPERATED—GIVING TERMINAL POINTS.

From Hudson, via Akron to Mt. Vernon.....	100	miles.
“ Clinton to Massillon	12 50	“
Total	112.50	“
Aggregate of sidings, etc	6.50	“
Total length of rail	119	“

LENGTH OF PROPOSED LINE—GIVING TERMINAL POINTS.

From Hudson, via Mt. Vernon, to Columbus.....	145	miles.
All graded ; 45 miles track not laid.		

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1873, inclusive :		
For 43 miles unfinished portion Springfield, Mt. Vernon and Pittsburg Rail- road	\$50,000	00
For Akron Branch Railroad, including assumption of \$143,000, 7 per cent. bonded debt.....	1,243,000	00
For grading and masonry.....	411,782	96
“ bridges	132,280	41
“ superstructures	150,774	30
“ iron rails, chairs and spikes.....	772,693	44
“ timber and ties.....	83,995	80
“ right of way	63,568	68
“ fencing	16,077	16
“ civil engineering	32,151	04
“ passenger and freight stations	16,959	29
“ engine and car houses	17,041	00
“ machine shops, machinery and fixtures	55,119	60
“ other buildings and fixtures	12,639	12
“ locomotives and fixtures.....	79,181	20
“ passenger and baggage cars.....	27,692	96
“ freight and other cars.....	228,592	62
“ interest and discount.....	587,805	38
“ contingent expenses.....	11,475	75
“ track laying	52,371	07
“ real estate.....	75,691	69
“ ballast.....	104,541	53
Total	\$4,225,435	00
Amount per mile (145 miles).....	\$29,140	93

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$3,500,000 00
Increase since June 30, 1872*	\$1,000,000 00
Amount subscribed—common.....	1,440,000 00
Amount paid in—	
Common.....	\$1,271,791 92
Preferred	291,000 00
Total amount paid in.....	1,562,791 92
Increase since June 30, 1872.....	\$362,791 92
Amount of stock paid in per mile (145 miles).....	10,777 87
Stockholders residents of Ohio: Number not given.	
Amount held and owned by residents of Ohio June 30.....	171,791 92

DEBT.

1st mortgage 7 per cent. bonds, due January, 1900	\$1,300,000 00
2d mortgage 7 per cent. bonds, due January, 1902	1,000,000 00
Amount of funded debt.....	2,300,000 00
Amount of debt per mile (145 miles)	\$15,862 07
Total amount of paid in stock and debt.....	\$3,862,791 92
Total amount per mile (145 miles).....	\$26,639 94

COST OF ROAD, EQUIPMENT, Etc.

Right of way and construction, including real estate	\$3,889,968 22
Equipment.....	335,466 78
	<u>\$4,225,435 00</u>
Cost per mile (145 miles)	\$29,140 93
Value of real estate owned by Company, exclusive of roadway.	75,691 69

CHARACTERISTICS, Etc.

LINE LAID WITH RAIL.

Main track.....	145 miles.
Aggregate of sidings and other tracks not above enumerated	2.50 "
Total length of rail embraced in preceding heads	147.50 miles.
Weight of rail per yard, on main track.....	56 lbs.
Gauge of road	4 ft. 10 in.
Length of road ballasted, 130 miles.	
Material used—gravel, stone and earth.	
Length ballasted since June 30, 1872: 30 miles with gravel.	

RAILROADS CROSSED AT GRADE.

Atlantic and Great Western Railroad, at Akron.
 Lake Shore and Tuscarawas Valley Railway, at Clinton.
 Pittsburgh, Ft. Wayne and Chicago Railway, at Orrville.
 Sandusky, Mansfield and Newark Railroad, at Mt. Vernon.
 Do all trains on your road stop at these crossings? Yes.

*Made in accordance with act passed May 1, 1852. Certificate filed in office of Auditor of State, December 17, 1872.

Are flagmen stationed at each? At Orrville and Akron; no regular trains run over others.

BRIDGES, TRETTLES, STATIONS, ETC.

Bridges.

Wood, 31; aggregate length, 2,706 feet.

Iron, 1; " " 313 "

Stone, 1; " " 140 " Total, 3,159 feet.

Built within the year ending June 30.

Location.	Construction.	Material.	Length—feet.
Mount Vernon.....	Truss.....	Iron.....	313
Dry Run.....	Low Howe Truss.....	Wood.....	55
Dry Creek.....	Howe Truss.....	".....	106
".....	".....	".....	106
Big Walnut.....	" Deck.....	".....	183
Little Walnut.....	" ".....	".....	96
Alum Creek.....	".....	".....	166
Highway bridge at Galena.....	Low Howe Truss.....	".....	47

Greatest age of bridges—wood, one, 13 years. All rest less than three years. Iron, 1 year.

Trestles.

17—aggregate length, 4,993 feet: greatest age, 10 years.

Stations, etc.

Passenger, 13; freight, 1; total, 14.

Water, 8.

Engine-houses, 2; value, \$40,000.

Shops for repairs, " \$60,000.

Fencing.

Length built within the year ending June 30, 9 miles; cost per rod, \$1.20.

Additional necessary to inclose road on both sides: 120 miles.

Reasons why not completed: Road unfinished.

EQUIPMENT.

	Number	Av'ge weight.	Av'ge cost.
Locomotives.....	16	*56,000 lbs.	*\$12,000
Express and baggage cars.....	9	.....	1,200
Passenger cars.....	9	.....	5,000
Freight cars.....	590	17,500 lbs.	600
Other cars.....	3	.....	700

No equipment not owned by company.

Brake in use on passenger cars: Westinghouse on part, and part hand brake.

Method of bridging between passenger cars: portable platform.

HEATING AND LIGHTING OF CARS.

Cars are heated by coal-burning stoves, and lighted by candles.

Total number of persons employed in operating the road, 289.

* Including tenders.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains	30 miles.
Average rate of same, including stops	25 "
Highest rate allowed mail and accommodation trains	30 "
Average rate of same, including stops	25 "
Highest rate allowed freight trains	16 "
Average rate of same, including stops	12 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

Highest fare for the shortest distance carried ...	5	cents
Highest for more than 8 and less than 30 miles.....	3.90	"
Highest for more than 30 and less than 100 miles.....	3.55	"
Highest for the whole length of the main road (in Ohio).....	3.50	"
Lowest fare for through passengers	3.29	"

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes :

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried	35 cts.	30 cts.	30 cts.	25 cts.	15 cts.
Highest for more than 5 and less than 30 miles	23.33 "	20 "	20 "	16.66 "	10 "
Highest for more than 30 and less than 100 miles.....	8 "	7.75 "	6.65 "	6 "	4.33 "
Highest for the whole length of the main road	5.60 "	5 "	4.60 "	4.20 "	2.70 "
Lowest rate for through freight	5.60 "	5 "	4.60 "	4.20 "	2.70 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Union Express.

State on what terms as to rates, use of track, machinery, repair of cars, etc. Thirty dollars per day for entire service.

No freight, transportation or other special lines run on this road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail (weight, 56 lbs. per yard).....	44.50 miles.
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MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	55,912
Hauling freight trains	105,778
Hauling mixed trains.....	62,400
Hauling construction and other trains—old line estimated	3,500
Total.....	227,590

Cars.

Passenger cars.....	157,874	
Express and baggage cars.....	157,874	
Freight cars.....	1,586,670	
Caboose cars.....	105,778	
Construction and other trains	52,500	
Total		2,060,696

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal (one fatal).....	\$1,890 00
“ employes, “	50 00
For loss and damage of goods, baggage, etc.....	28 90

ANIMALS KILLED.

Stock killed — total amount of damages paid	\$489 79
---	----------

FUEL CONSUMED.

Wood, 282½ cords ; coal, 4,826 tons.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried, of all classes.....	159,854
Total mileage, or number carried one mile.....	2,623,526
Average number of miles traveled by each.....	16.41
Average amount received for each	\$0 55.80
Average amount per mile received for each	3.40

Freight.

Tons carried.....	209,010
Total movement, or tons carried one mile	6,177,722
Average amount received for each ton.....	\$0 96.63
Average amount per mile received for each ton.....	03.26

TONNAGE CLASSIFIED.

Coal.....	130,806 tons.	62.58 per cent.
Lumber and other forest products	9,599 “	4.59 “
Live-stock	4,696 “	2.25 “
Grain	9,519 “	4.56 “
Other agricultural products	4,480 “	2.14 “
Flour	1,906 “	.91 “
Manufactures, including agricultural implements.....	22,248 “	10.64 “
Merchandise	10,929 “	5.23 “
Miscellaneous.....	14,827 “	7.10 “
Total.....	209,010 “	100.

EARNINGS, OPERATING EXPLNSSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.	
From passenger transportation	\$39,199 94
" freight transportation	201,982 43
" mail	4,589 77
" express	9,390 00
" all other sources of income, including rents, etc.	624 00
Total earnings.....	<u>\$305,786 14</u>

OPERATING EXPENSES.	
Maintenance of way and structures	\$46,946 25
Maintenance of cars	21,088 72
Motive power	47,299 77
Conducting transportation.....	35,734 84
General expenses—	
Taxes.....	\$3,161 03
Other general expenses.....	16,729 27
Total general expenses.....	<u>24,890 30</u>
Total operating expenses, being 57.54 per cent. of earnings....	<u>175,959 88</u>
Net earnings	<u>\$129,826 26</u>

AMOUNTS PER MILE OPERATED (AVERAGE 80 MILES).	
Earnings.....	\$3,822 32
Operating expenses.....	2,199 50
Net earnings	<u>1,622 82</u>

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.	
From subscription to stock.....	\$362,791 92
Sale of real estate.....	225 00
Total.....	<u>\$363,016 92</u>

PAYMENTS.	
Interest on bonds	\$182,591 80
Lease of Massillon and Cleveland Railroad.....	20,000 00
Construction of new work and additional equipment, including items not previously reported	1,650,309 90
Total.....	<u>\$1,852,901 70</u>

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.	
Capital stock paid in, common.....	\$1,271,791 92
" " " preferred.....	291,000 00
First mortgage bonds	1,300,000 00
Second " "	1,000,000 00
Income account	362,643 03
	<u>\$4,225,435 00</u>

ASSETS.

Right of way and construction.....	\$3,814,276 53	
Equipment	335,466 75	
Real estate	75,691 69	
	<hr/>	\$4,225,435 00

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

February 5, 1873. H. Killian, passenger; Marshalville; killed; turning of car over embankment; cause beyond his control; inquest.

[No date.] Chas. McIntyre, employe; Gambier; killed; fell from top of freight car; run over; cause beyond control.

[No date.] Saml. Terry, employe; Orrville; killed; fell between two flat cars; run over; cause beyond control.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Rollin C. Hurd.....	Mount Vernon, Ohio.
Charles Cooper.....	" "
Samuel Israel	" "
Isaac Harpster	Millersburg, "
M. White	Gambier, "
Wm. M. Orr.....	Orrville, "
Thos. D. Messler	Pittsburgh, Pa.
Rollin C. Hurd, President.....	Mount Vernon, Ohio.
E. Mise, Auditor	Akron, "
J. D. Thompson, Treasurer.....	Mount Vernon, "
Jos. S. Davis, Secretary	" "
Robert Clarke, Cashier	" "
G. A. Jones, Superintendent and Master of Transportation.....	Akron, "
J. W. Holloway, Master Mechanic.....	" "
J. N. Lewis, Engineer	Mount Vernon, "

State of Ohio, County of Franklin, ss:

R. C. Hurd, President of the Cleveland, Mt. Vernon and Delaware Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed]

R. C. HURD.

Subscribed and sworn to before me, this 26th day of September, A. D. 1873.

[SEAL.]

C. T. FLOWERS,
Clerk, Comm'r.

CLEVELAND AND NEWBURGH RAILROAD COMPANY.

LENGTH OF LINE—GIVING TERMINAL POINTS.

From Newburgh to Cleveland..... 3.33 $\frac{1}{2}$ miles.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....		\$60,000 00
“ subscribed	\$45,100 00	
“ paid in—common.....		41,740 00
“ paid in per mile (3.33 $\frac{1}{2}$ miles)	\$12,522 00	
Stock all held and owned in Ohio.		

DEBT.

First mortgage 7 per cent. bonds (due May, \$2,000 per year)	\$18,000 00	
Second mortgage 7 per cent. bonds (due Jan., \$1,000 per year)	18,000 00	
Amount of funded debt		\$36,000 00
Decrease since June 30, 1872.....	\$3,000 00	
No floating debt.		
Amount of debt per mile (3.33 $\frac{1}{2}$ miles)	10,800 00	
Total amount paid in stock and debt.....		\$77,740 00
Total amount per mile (3.33 $\frac{1}{2}$ miles)	\$23,322 00	

COST OF ROAD, EQUIPMENT, Etc.

Construction	\$70,319 51	
Equipment.....	14,715 41	
Other items of cost not included above	1,112 02	
Total		\$86,146 94
Cost per mile (3.33 $\frac{1}{2}$ miles).....	\$25,844 08	
Value of real estate owned by company, exclusive of road-way	300 00	

CHARACTERISTICS, Etc.

Single main track laid with rail.....	3.33 $\frac{1}{2}$ miles.
Weight of rail per yard.....	45 lbs.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Number of highways crossed at grade, 2.	

BRIDGES, TRETTLES, ETC.

1 trestle bridge across Kingsbury's run ; length, 400 feet ; age 5 years.
1 stone tunnel ; length, 30 feet.

Stations, etc.

3 passenger ; 2 water ; 1 shop for repairs—value, \$1,000.

Fencing.

All fenced except through a deep cut and through grounds recently allotted.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Dummy engines.....	3	20,000 lbs.	\$2,855 00
Small locomotives.....	2	16,000 "	5,400 00
Passenger cars	2	8,000 "	650 00
Street cars.....	2	4,000 "	1,000 00

Number of persons employed in operating the road, 11.

RATES OF FARE.

Passengers, through fare.....	10 cents.
Way fare, 1 mile or less.....	5 "

No freight carried.

MILEAGE.

Miles run by steam dummys.....	36,500
Miles run by passenger cars	36,500

FUEL CONSUMED.

Coal, tons	450
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PASSENGERS.

Number carried.....	240,573
Average amount received for each	\$0.09
Average amount per mile received for each.....	02.70

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From transportation of passengers.....	\$21,558 24
--	-------------

OPERATING EXPENSES.

Maintenance of way and structures.....	\$723 06
Maintenance of cars	190 49
Motive power	2,325 41
Conducting transportation.....	6,540 53
Taxes.....	167 23
Other general expenses	3,373 14
Total operating expenses, being 61.78 per cent. of earnings.....	\$13,319 86
Net earnings	\$8,238 35

Cleveland and Newburgh.

297

AMOUNTS PER MILE (3.33 $\frac{1}{2}$ MILES.)

Earnings	\$6,467 47
Operating expenses.....	3,995 96
Net earnings	2,471 51

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From sale to city of part of plank-road.....	\$1,600 00
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PAYMENTS.

Interest on bonds.....	\$2,730 00
Dividends, rate, 10 per cent. on stock.....	4,174 00
Bonds of the company cancelled.....	3,000 00
Construction of new work.....	2,188 72
	<hr/>
	\$12,092 72

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock (subscribed).....	\$15,100 00
Bonds	36,000 00
Personal accounts	21 00
Reduction of stock.....	22,500 00
Reserve.....	164 09
	<hr/>
	\$103,785 09

ASSETS.

Construction	\$70,319 51
Equipment	14,715 41
Teams and office furniture	1,112 02
Tools	163 65
Personal accounts	5,033 80
Plank road account	2,525 64
Discount on bonds.....	7,640 00
Cash	2,275 06
	<hr/>
	\$103,785 09

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

Hiram Garretson.....	Cleveland, Ohio.
Amasa Stone, Jr.....	" "
Stillman Witt.....	" "
J. H. Wade.....	" "
A. R. Mitchell	" "
Geo. W. Howe.....	" "
Joseph Turney	Newburgh, Ohio.
Joseph Turney, President and Superintendent	Newburgh, Ohio.
A. J. Hamilton, Secretary and Treasurer.....	" "
David Preston, Master Mechanic	" "

State of Ohio, County of Cuyahoga, ss.:

Joseph Turney, President of the Cleveland and Newburgh Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed]

JOS. TURNEY, *President.*

Subscribed and sworn to before me this 22d day of August, A. D. 1873.

[Seal.]

E. T. HAMILTON, *Notary Public.*

CLEVELAND AND PITTSBURGH RAILROAD COMPANY.

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Cleveland, via Yellow Creek, to Rochester, Pennsylvania.....	123	miles.
“ Yellow Creek to Bellaire, Ohio	48.25	“
“ Bayard to New Philadelphia, Ohio.....	32.75	“
Total	199	“
Double main track	3	“
Aggregate length of sidings, etc., not above enumerated—road and private..	78	“
Total length of rail.....	280	“

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$11,250,854 00
Total amount paid in—common	11,240,632 16
Increase since June 30, 1872.....	\$19,332 16
Amount of stock paid in per mile (199 miles).....	56,433 84
Proportion for Ohio (184 miles)	10,393,394 56
Location of stock transfer agency out of the State: New York.	

DEBT.

2d mortgage 7 per cent. bonds, due September 1, 1873.....	\$511,500 00
3d “ 7 “ “ May 1, 1875.....	1,252,000 00
4th “ 6 “ “ January 1, 1892.....	1,096,000 00
Consolidated mortgage, 7 per cent. bonds, due November 1, 1900	948,000 00
Construction and equipment 7 per cent. bonds, due January 1, 1913	600,000 00
Amount of funded debt.....	4,407,500 00
Increase since June 30, 1872.....	\$563,000 00
Amount of debt per mile (199 miles)	22,148 24
Proportion for Ohio (184 miles)	4,075,276 16
Total amount of paid in stock and debt.....	\$15,648,182 16
Total amount per mile (199 miles).....	\$78,634 03
Total proportion for Ohio (184 miles).....	14,468,670 72

Report of Commissioner.

COST OF ROAD, ETC.

Right of way and construction	\$12,628,038 87	
Equipment	2,884,146 50	
Other items of cost not included above	157,860 02	
	<hr/>	\$15,670,039 39
Cost per mile (199 miles)	\$78,743 92	
Proportion for Ohio (184 miles)	14,488,881 28	

RECEIPTS, EXPENDITURES, ETC., FOR YEAR ENDING JUNE 30.

RECEIPTS.

From sale of bonds		\$600,000 00
“ lessee for rent of road	\$786,840 93	
“ “ interest on bonds, etc.	277,195 00	
“ “ expense of organization	10,000 00	
“ “ sinking fund	34,668 00	
	<hr/>	1,108,703 93
“ all other sources of income for the year		16,353 60
Total		<hr/> \$1,725,057 53

EXPENDITURES.

For interest on bonds	\$258,915 50
“ dividends, rate 7 and 10 per cent. on common stock	786,707 50
“ bonds of the Company, cancelled (included in guaranteed sinking fund)	35,000 00
“ applied to sinking fund	34,668 00
“ for expense of organization	27,511 66
“ construction	286,724 49
“ equipment	345,496 51
“ machinery, tools, etc.	4,447 61
	<hr/>
Total	<hr/> \$1,779,481 27

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock	\$11,228,100 00	
Scrap issues outstanding	12,582 16	
	<hr/>	\$11,240,682 16
2d mortgage bonds	511,500 00	
3d “ “	1,252,000 00	
4th “ “	\$1,096,000 00	
Scrap issues	8,843 63	
	<hr/>	1,104,843 63
Mortgage bonds of 1900	\$991,500 00	
Less sinking fund bonds	43,500 00	
	<hr/>	948,000 00
Construction and equipment bonds	600,000 00	
Net earnings	417,057 50	
Guaranteed income	48,833 75	
Due and unpaid on dividends and coupons	81,106 23	
Due to railroads and individuals	188,291 79	
	<hr/>	<hr/> \$16,392,315 06

ASSETS.

Construction	\$12,628,038 87
Equipment	2,884,140 50
Machinery and tools	97,513 15
Personal property	43,433 15
Telegraph line	16,913 72
Cash in treasurer's hands and New York agencies	102,658 65
Stocks and bonds of railroad companies	126,500 00
Due from railroads and individuals	265,097 10
Material account Pennsylvania Railroad Company, lessee ..	223,019 92
	<hr/> \$16,392,315 06

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
J. N. McCullough	Pittsburgh, Penn.
B. F. Jones	" "
Geo. W. Cass	" "
Wm. Thaw	" "
Thos. A. Scott	Philadelphia, "
Geo. B. Roberts	" "
Jay Gould	New York City.
Henry N. Smith	" "
Wm. Hoge	" "
Charles Lanier	" "
R. P. Ranney	Cleveland, Ohio.
J. V. Painter	" "
J. N. McCullough, President	Pittsburgh, Penn.
Geo. A. Ingersoll, Secretary and Treasurer	Cleveland, Ohio.

State of Ohio, County of Cuyahoga, ss.:

G. A. Ingersoll, Secretary of the Cleveland and Pittsburgh Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of the company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A.D. 1873, according to the best of his knowledge and belief.

[Signed]

G. A. INGERSOLL, *Secretary.*

Subscribed and sworn to before me, this 3d day of September, A.D. 1873.

[SEAL.]

L. P. CARR, *Notary Public.*

REPORT OF THE PENNSYLVANIA COMPANY, LESSEE.

LENGTH OF ENTIRE LINE OPERATED—GIVING TERMINAL POINTS.

From Cleveland, via Yellow Creek, to *Pittsburgh, Pennsylvania.....	149.75 miles
“ Yellow Creek to Bellaire, Ohio	43.25 “
“ Bayard to New Philadelphia.....	32.75 “
Total.....	225.75 “
Double main track	3 “
Aggregate of sidings, etc., not above enumerated.....	78 “
Total length of rail.....	306.75 “

CHARACTERISTICS, Etc.

LINE IN OHIO, LAID WITH RAIL.

Main track.....	152 miles*
Double main track	3 “
Tuscarawas branch, main track	32.75 “
Aggregate of sidings and other tracks, road and private.....	68 “
Total length of rail embraced in preceding heads.....	255.75 “
Weight of rail per yard, on main track	60 lbs.
Gauge of road.....	4 ft. 10 in.
Length of road in Ohio ballasted, 184 miles.	
Material used, gravel and cinders.	
Length reballasted since June 30, 1872, 21½ miles.	
Material used, 12½ gravel and 8½ cinders.	

RAILROADS CROSSED IN OHIO, AT GRADE.

Pittsburgh, Ft. Wayne and Chicago Railway, at Alliance.
 Atlantic and Great Western Railroad, 3½ miles north of Ravenna Station.
 Mahoning Branch of Atlantic and Great Western Railroad, 1 mile north of Newburgh Station.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade in Ohio: 244.

BRIDGES, TUNNELS, ETC., IN OHIO.

Bridges.

Wood, 63; aggregate length, 5,042 feet.	
Iron, 2; “ “ 278 “	
Stone, 12; “ “ 1,350 “	
“ arch culvert, 24; “ 1,167 “	Total, 6,837 feet.

* 26 miles from Rochester to Pittsburgh, Pennsylvania; leased from P., Ft. W. & C. R'y Co.

Built within the year ending June 30.

How designated.	Construction.	Material.	Length—feet.
Number 39	Howe Truss.....	Wood.....	114
“ 42	“	“	109
“ 64	“	“	60
“ 29	“	“	160
“ 21	“	“	43
“ 68	“	“	33
“ 32 $\frac{1}{2}$	“	“	57
“ 18	“	“	57
“ 19	“	“	57
“ 23	Arch.....	Stone.....	36

Greatest age of bridges—wood, 10 years; iron, 6 years.

Tunnels.

Brick, 1; length, 1,010 feet.

Stations, etc.

Passenger, 13; freight, 8; combined, 39; total, 60.

Water, 20; fuel, 6; total, 26.

Engine-houses, 9; shops for repairs, 2. Built many years since; have no data from which to make estimate of value.

Fencing.

Length built within the year ending June 30, 15.70 miles; cost per rod, \$2.25.

Additional necessary to inclose road on both sides, about 70 miles.

Reasons why not completed :

More than three-fourths is on the River Division and Tuscarawas Branch, where the proximity of the bluffs and river make fencing impracticable. The balance is mainly through city and village corporations.

EQUIPMENT, ENTIRE LINE.

	Number.	Av'ge weight.	Av'ge cost.
Locomotives.....	85	*56,471 lbs.	*\$12,705 00
Express and baggage cars	22	.....	1,430 00
Passenger cars	43	.....	3,250 00
Drawing-room and sleeping cars.....	none.	.....	.....
Freight cars.....	2904	.....	635 00
Other cars.....	61	.....	235 00

All equipment is the property of the lessor, used under the conditions of the lease.

Brake in use on passenger cars : Westinghouse Air Brake.

Method of bridging between passenger cars : A cleated wooden bridge is laid between all passenger cars.

* Including tenders.

HEATING AND LIGHTING OF CARS.

Method of heating cars run on your road :

Common bituminous coal stoves, except in seven coaches, which are heated by stove and flue combination, known as "Dripps Heaters;" burning anthracite coal.

Means of lighting same : candles.

Total number of persons employed in operating the road, entire line, 1,573; proportion for Ohio, 1,731.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains.....	33 miles.
Average rate of same, including stops	23 "
Highest rate allowed mail and accommodation trains	26 "
Average rate of same, including stops	20 "
Highest rate allowed freight trains.....	15 "
Average rate of same, including stops	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

Highest fare for the shortest distance carried.....	5 cents.
Highest for more than 8 and less than 30 miles	3.75 "
Highest for more than 30 and less than 100 miles.....	3.50 "
Highest for the whole length of the main road in Ohio.....	3.50 "
Lowest fare for through passengers, 1.37; emigrant	1.12 "

Amount charged in addition to regular passenger fare, in sleeping or other cars run on your road: No sleeping cars run on this road.

Is there an addition to ticket rates if fare is paid on trains? Yes.

FREIGHT.

Rate charged per ton per mile for the various classes :

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried*.....	140 cts.	120 cts.	120 cts.	100 cts.	80 cts.
Highest for more than 5 and less than 30 miles.....	18 "	15.50 "	15.50 "	13 "	11 "
Highest for more than 30 and less than 100 miles.....	6 "	6 "	5.50 "	4.75 "	4 "
Highest for the whole length of the main road in Ohio.....	5 "	4 "	3.75 "	3.50 "	2.50 "
Lowest rate for through freight.....	3.87 "	3.20 "	2.93 "	2.66 "	1.33 "

EXPRESS AND TRANSPORTATION COMPANIES, Etc.

What express companies run on your road? Union Express Company.

State terms as to rates, use of track, machinery, repair of cars, etc. Same terms as previously reported. [\$50,000 per annum; accommodations on regular passenger trains furnished.]

* This is for one mile. The same rate per 100 lbs. is charged for any distance up to 8 miles, making the average of this exceptional rate 35, 30, 30, 25, 20.

Name and post-office address of the principal agent in Ohio :

J. C. Schermerhorn, agent, Cleveland.

No freight, transportation or other special lines run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

New iron rail (weight 60 lbs. per yard).....	13 miles.
Re-rolled iron.....	95 "
Total.....	108 "

MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

Locomotives.

Hauling passenger trains.....	374,886
" freight and mixed trains	1,353,024
" construction and other trains.....	787,118
Total.....	2,515,028

Cars.

Passenger, express and baggage cars.....	1,894,809
Freight and caboose cars.....	16,959,073
Cars in construction and other trains.....	911,632
Empty cars	4,604,798
Total.....	24,370,312

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries, in Ohio, to passengers, fatal and non-fatal.....	\$250 00
" " " to employes, " "	2,478 65
" " " to others, " "	185 87
" loss and damage of goods and baggage—entire line.....	2,504 80

ANIMALS KILLED IN OHIO.

Horses, 8; mules, 3; cattle, 143; sheep, 59; hogs, 19.

Amount of damages paid, \$3,122.50.

FUEL CONSUMED.

Wood, 12,176 cords; coal, 45,640 tons.

DOINGS IN TRANSPORTATION—ENTIRE LINE.

Passengers.

Number carried of all classes	655,752
Average number carried in each car.....	25
Total mileage, or number carried one mile.....	20,026,074
Average number of miles traveled by each	30.54
" amount received for each	\$1.00.17
" amount per mile received for each	03.27

Freight.

Tons carried:

Through	609,584	
Local	1,502,124	
		2,111,708
Average tons freight in each car		7
Average tons per mile per car		9½
Total movement, or tons carried one mile		161,117,129
Average amount received for each ton		\$1.38.58
Average amount per mile received for each		01.82

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	957,039	45.3
Stone, lime, sand, etc	56,868	2.7
Petroleum	21,465	1
Ores	334,011	15.8
Pig and bloom iron	83,237	3.9
Railroad iron (iron and steel rails)	74,140	3.4
Other iron and castings	59,106	2.8
Lumber and other forest products	72,996	3.4
Live stock	21,144	1
Grain	17,612	.9
Other agricultural products	14,777	.7
Flour	9,140	.4
Provisions (beef, pork, lard, etc)	2,381	.1
Manufactures, including agricultural implements	50,263	2.4
Merchandise	155,222	7.7
Miscellaneous	92,650	4.4
Supplies for company's use	89,657	4.1
Total	2,111,708	100

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation:

Through	\$196,602 29	
Local	460,294 77	
		\$656,897 06

From freight transportation:

Through	1,315,117 51	
Local	1,609,766 33	
		2,924,883 84

From mail

“ express	28,409 52	
“ all other sources of income, including rents, etc	63,469 44	
	28,409 44	

Total earnings \$3,702,069 30

OPERATING EXPENSES.

Maintenance of way and structures	\$532,121 12
Maintenance of cars	150,083 54

Motive power.....	538,323	22
Conducting transportation	434,218	28
Taxes—Ohio	\$66,483	19
Pennsylvania.....	8,812	33
Other general expenses	110,422	82
Total general expenses	185,718	34
Total operating expenses (being 49.71 per cent. of earnings)	1,840,464	50
Net earnings	\$1,861,604	80

AMOUNTS PER MILE OPERATED (225 $\frac{1}{2}$ MILES).

Earnings	\$16,398	97	Proportion for Ohio (184 $\frac{1}{2}$ miles)	\$3,029,709	71
Operating expenses	8,152	66	“ “ “	1,506,203	94
Net earnings.....	8,246	31	“ “ “	1,523,505	77

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Lease of Cleveland and Pittsburgh Railroad Company.....	\$1,122,599	13
“ Pittsburgh, Ft. Wayne and Chicago Railway Company, for use of track between Rochester and Pittsburgh	85,000	00
	1,207,599	13
Construction of new work.....	209,876	49
Additional equipment.....	345,496	51
Additional real estate	44,627	00
For account consolidated earnings, as per contract with Pittsburgh, Ft. Wayne and Chicago Railway Company.....	9,659	66
Total	\$1,817,258	79

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Bills payable.....	\$60,000	00
Bills and pay-rolls audited	285,916	71
Due to railroad companies.....	253,740	62
Due on sundry accounts.....	6,297	00
Income account	526,023	33
	1,131,977	66

ASSETS.

Cash.....	\$109,038	27
Supplies—general stock	287,994	92
Due from station agents.....	169,339	46
“ railroad companies	501,394	51
“ sundry sources	64,210	50
	1,131,977	66

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 3, 1872. James Peterson, employe, Cleveland; coupling cars; hand injured; want of caution.

July 3, 1872. J. Paiseley, employe, near Salineville, injured; fell from engine; bruised leg; want of caution.

July 5, 1872. Thomas Kohan, near Salineville, found dead on track; verdict of coroner's jury, "killed by cars of Cleveland and Pittsburgh—no blame to railroad company."

July 11, 1872. Charles Brown, employe, Cleveland, caught between engine and car; died July 15; want of caution.

July 15, 1872. James Toner, Hammondsville, killed by train; intoxicated; coroner's jury exonerated railroad company from blame.

August 2, 1872. A. Codner, boy, Cleveland, killed; fell under cars of freight train while attempting to get on; died same night.

August 14, 1872. Jacob Shaub, employe, East Rochester, injured; flue burst; scalded; cause beyond his own control.

August 17, 1872. B. Kennedy, employe, near Salineville, injured; struck by overhead bridge; want of caution.

August 31, 1872. J. S. Gerson, passenger, Canal Dover, injured; foot pinched by foot-bridge between coaches; want of caution.

September 3, 1872. No name, near Alliance, found dead; verdict of coroner's jury, "killed by freight train on Cleveland and Pittsburgh Railroad."

September 10, 1872. R. McElworth, Rush Run, killed; verdict of coroner's jury, "run over by train while lying on track intoxicated."

September 16, 1872. George W. Clark, employe, Cleveland, killed; coupling cars; want of caution

September 17, 1872. J. Armour, employe, Cleveland, injured hand; coupling cars; want of caution.

October 19, 1872. Mrs. Walters, Hammondsville, badly injured; struck by locomotive while walking on track.

December 12, 1872. Name unknown, Cleveland, killed; struck by locomotive; inquest; coroner's name not given.

December 14, 1872. William Reese, boy, Newburgh, killed; run over; inquest; coroner's name not given.

December 17, 1872. Samuel McKee, Bridgeport, killed; struck by locomotive while walking on track; died December 22.

January 8, 1873. V. S. Lyon, employe, near Hanover, killed; fell from train; want of caution; no inquest reported.

January 10, 1873. W. J. Nellis, employe, Alliance, fatally scalded by giving way of plug in fire-box; cause beyond his own control.

January 10, 1873. A. J. Mead, employe, Wellsville, injured; coupling cars; arm crushed; want of caution.

January 31, 1873. Silas Johnson, fireman, near East Rochester; found dead; supposed to have fallen from train, or to have been struck by bridge while looking out; want of caution.

February 4, 1873. Anthony Smith, employe, Cleveland; killed while repairing cars; want of caution; inquest; coroner's name not given.

February 7, 1873. G. W. Rees, employe, Alliance; injured; struck by charing post while getting on to train: hip fractured; want of caution.

February 12, 1873. Miss Morgan, passenger, near Irondale; injured; car run off track; slightly bruised; cause beyond her own control.

February 27, 1873. J. McCoy, employe, near Ravenna; killed; fell from train; cause beyond his own control. No inquest reported.

March 6, 1873. Louis Kroft, employe, Martin's Ferry; injured coupling cars; skull fractured; want of caution.

March 19, 1873. Pat. Duffy, Wm. Richardson and W. Ricker, employes, Alliance; injured; collision at crossing of Atlantic and Great Western Railroad; all badly bruised; cause beyond their own control; since recovered.

March 20, 1873. C. Mathews, Bedford; found dead on track; no inquest reported.

March 23, 1873. Wm. Moffatt, near Roger's Ferry; injured slightly; jumped from train.

April 6, 1873. R. Doland, near Atwater; injured; struck by train; [extent not stated.]

April 8, 1873. M. Rudley, Bellair; killed; run over.

May 4, 1873. J. Conlan, employe, Hudson; killed; was intoxicated; run over; want of caution.

May 10, 1873. L. F. Menough, employe, Bedford; injured; attempting to get on engine in motion; foot crushed; want of caution.

June 9, 1873. Thos. Evans, near Irondale: shot and body placed on track.

June 12, 1873. C. Kaufman, employe, Cleveland; injured; struck by pony; leg broken; want of caution.

June 26, 1873. James Johnson, employe, Wellsville; injured; run over in yard; leg cut off; want of caution.

RECAPITULATION.

Killed—Employees, from want of caution	6
“ “ cause beyond their own control.....	2
Others	11
Total	19
Injured—Passengers, from want of caution	1
“ “ cause beyond their own control	1
Employes, from want of caution	10
“ “ cause beyond their own control.....	4
Others	3
Total.....	19

NAME AND RESIDENCE OF OFFICERS OF LESSEE.

J. N. McCullough, General Manager.....	Pittsburgh, Penn.
R. F. Smith, Assistant General Manager	Cleveland, Ohio.
James Justin, Auditor	“ “
Geo. A. Ingersoll, Cashier.....	“ “
John Thomas, Superintendent	Wellsville, Ohio.
N. E. Chapman, Master Mechanic	Cleveland, Ohio.
J. Linton, Engineer	Ravenna, Ohio.
F. R. Myers, General Ticket Agent	Pittsburgh, Penn.
Wm. Stewart, General Freight Agent	“ “
Wm. Mullins, Purchasing Agent.....	“ “

State of Ohio, County of Cuyahoga, ss. :

R. F. Smith, Assistant General Manager of the Cleveland and Pittsburgh Railroad, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said road, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said road, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed.]

R. F. SMITH, *Assistant General Manager.*

Subscribed and sworn to before me, this 9th day of September, A. D. 1873.

[Seal.]

L. P. CARR, *Notary Public.*

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY COMPANY.

[LEASED AND OPERATED BY PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.]

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Columbus, Ohio, to Chicago, Illinois	314	miles.
“ Bradford, Ohio, to Indianapolis, Indiana	105	“
“ Richmond, Indiana, to Auoka Junction, Indiana	102	“
“ Logansport, Indiana, to Illinois State line	61	“
Total	582	“
Aggregate of sidings, etc	65.70	“
Total length of rail	647.70	“

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$15,000,000	00
Amount of stock of old companies still unexchanged	\$67,588	67
Amount issued—common	13,307,664	95
Total amount of stock	13,375,253	62
Increase since June 30, 1872	\$46,684	66
Amount of stock paid in per mile (582 miles)	22,981	53
Proportion for Ohio (136.9 miles)	3,146,171	46
Stockholders residents of Ohio: 37.		
Amount of stock held and owned by them June 30	103,100	00
Agency for the transfer of stock out of this State, Union Trust Company, New York.		
Number of shares (par value \$100 each) transferred within the year at said transfer office, 193,930.		

DEBT.

1st mortgage, 7 per cent., bonds	\$15,344,750	00
2d “ “ “	5,582,400	00
Convertible mortgage, 7 per cent. bonds, due February 1, 1890	\$3,893,900	00
Income, 6 per cent., bonds	85,674	00
Amount of funded debt	\$24,905,824	00
Increase since June 30, 1872	\$684,450	00
Amount of floating debt, not secured by mortgage	115,005	20
Decrease since June 30, 1872	\$15,968	80
Total amount of funded and floating debt	25,020,829	20
Increase since June June 30, 1872	668,481	20
Amount of debt per mile (582 miles)	42,991	12
Proportion for Ohio (136.9 miles)	5,885,484	32
Total amount of paid in stock and debt	38,396,082	82
Total amount per mile (582 miles)	\$65,972	65
Total proportion for Ohio (136.9 miles)	9,031,655	78

COST OF ROAD, ETC.

Right of way, construction and equipment	\$37,161,557 50
Cost per mile (582 miles)	63,851 47
Proportion for Ohio (136.9 miles)	8,741,266 24

RECEIPTS AND PAYMENTS FOR THE YEAR ENDING JUNE 30.

Received from P. C. & St. L. R'y Co. for lease of road, 30 per cent. of gross earnings [as reported by lessee]	\$1,367,198 01
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PAYMENTS.

All expended for interest on bonds	\$1,367,198 01
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GENERAL BALANCE SHEET JULY 1, 1873.

LIABILITIES.

Capital stock issued	\$13,307,664 95
“ of old companies outstanding	67,588 67
Funded debt	24,905,824 00
Bills payable	115,005 20
	<hr/>
	\$38,396,082 82

ASSETS.

Construction, equipment and real estate	\$38,292,082 82
Convertible mortgage bonds	104,000 00
	<hr/>
	\$38,396,082 82

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
W. D. Thompson	New York City.
Adrian Iselin	“ “
W. R. Fosdick	“ “
F. R. Fowler	“ “
R. J. Capron	“ “
D. P. Morgan	“ “
Walter S. Gurnee	“ “
Henry Vallette	“ “
J. T. Thomas	Philadelphia, Pa.
W. Dennison	Columbus, Ohio.
B. E. Smith	“ “
J. F. Bartlit	“ “
John Gardiner	Norwalk, “
John S. Newman	Indianapolis, Ind.
J. N. Converse	Union City, Ind.
B. E. Smith, President	Columbus, Ohio.
Gordon Moodie, Secretary and Treasurer	“ “

State of Ohio, County of Franklin, ss :

B. E. Smith, President of the Columbus, Chicago and Indiana Central Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A.D. 1873, according to the best of his knowledge and belief.

[Signed]

B. E. SMITH, *President.*

Subscribed and sworn to before me this 13th day of September, A.D. 1873.

[SEAL.]

T. J. JANNEY, *Notary Public.*

COLUMBUS AND HOCKING VALLEY RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LENGTH OF ENTIRE LINE, GIVING TERMINAL POINTS.

From Columbus, via Lancaster, to Athens	76 miles.
“ Logan to New Straitsville	13 “
	<hr/> 89 “
Aggregate of sidings, etc	18 “
Total length of rail	<hr/> 107 “

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$2,500,000 00
Increase since June 30, 1872*	\$1,000,000 00
Amount subscribed	1,805,250 00
Amount paid in—common	1,572,762 50
Increase since June 30, 1872	\$459,592 50
Amount of stock paid in per mile (89 miles)	17,671 49
Stockholders residents of Ohio, 356.	
Amount of stock held and owned by them June 30, \$1,422,762.50.	
No transfer office or agency out of the State.	

DEBT.

Main line first mortgage 7 per cent. bonds, due Oct. 1, 1897 ..	\$1,500,000 00
Branch second “ “ July 1, 1880.	300,000 00
Second mortgage 7 per cent. bonds, due January 1, 1892	<hr/> 427,000 00
Amount of funded debt	\$2,227,000 00
Increase since June 30, 1872	\$222,000 00
Amount of floating debt (not secured by mortgage)	183,802 66
Increase since June 30, 1872	\$128,365 76
Total amount of funded and floating debt	2,410,802 66
Increase since June 30, 1872	350,365 76
Amount of debt per mile (89 miles)	<hr/> 27,085 42
Total amount of paid-in stock and debt	3,983,565 16
Total amount per mile (89 miles)	\$44,747 91

COST OF ROAD, EQUIPMENT, ETC.

Right of way and fencing	\$111,907 34
Construction	2,732,214 60
Equipment	1,154,309 32
Other items of cost not included above	<hr/> 154,276 46
	4,152,707 72
Cost per mile (89 miles)	\$46,659 64
Value of real estate owned by company, exclusive of roadway	126,991 36

* Certificate filed in office of Secretary of State March 26, 1873.

CHARACTERISTICS, ETC.

LINE LAID WITH RAIL.

Main track	76 miles.
Straitsville Branch, main track	13 "
Aggregate of sidings and other tracks	18 "
Total length of rail embraced in preceding heads	107 "
Weight of rail per yard on main track	56 and 60 lbs.
Gauge of road	4 feet 9½ in.
Length of road ballasted, 89 miles; material used, gravel and broken stone.	

RAILROADS CROSSED AT GRADE.

Little Miami Division P. C. & St. L. R'y, at Columbus.

C. & M. V. Division P. C. & St. L. R'y, at Lancaster.

Also spur track crosses C. C. & I. C. Division P. C. & St. L. R'y at Columbus

And " " Cincinnati, Sandusky and Cleveland R. R. at Columbus.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? At Little Miami crossing.

Number of highways crossed at grade, 78.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges.

Wood, 19; aggregate length, 2,701 feet.

"Combination," 4; aggregate length, 401 feet. Total, 3,102 feet.

Built within the year ending June 30.

Location.	Construction.	Material.	Length.
One-fourth mile west of Lancaster	Combination.	Wood and iron.	81 feet.
Two miles east of Lancaster	"	"	81 "
At Sugar Grove	"	"	81 "

Greatest age of bridges—wood, 6 years; iron, 1 year.

Trestles.

Forty-two; aggregate length, 4,964 feet; greatest age, 6 years.

Stations, etc.

Passenger, 2; freight, 1; combined, 20; total—23.

Water, 11; fuel, 4; total—15.

Engine-houses, 6; value, \$26,566.83.

Shops for construction and repairs, 2; value, \$3,357.17.

Fencing.

Length built within the year ending June 30, about 10 miles; cost per rod, \$1.50.

Additional necessary to inclose road on both sides, between 20 and 25 miles.

Reason why not completed: Unavoidable delay.

EQUIPMENT.

	Number.	Av'ge weight.	Av'ge cost.
Locomotives	25	*66,174 lbs.	*13,000
Express and baggage cars.....	3	23,000 "	2,433
Passenger cars.....	9	33,000 "	4,388
Freight cars.....	1160	16,200 "	635
Caboose cars	14	..... "	800

EQUIPMENT NOT OWNED BY THE COMPANY.

Number of freight cars, 600 ; owned by coal operators.

State terms of service. One cent mileage and usual repairs.

Brake in use on passenger cars : Westinghouse air-brake.

Method of bridging between passenger cars : By plank.

HEATING AND LIGHTING OF CARS.

Heated with Winslow's car stove, and lighted with candles.

Total number of persons employed in operating the road, 625.

SPEED OF TRAINS PER HOUR.

Highest rate allowed mail and accommodation trains	30 miles.
Average rate of same, including stops	20 "
Highest rate allowed freight trains	15 "
Average rate of same, including stops	12 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile.

Highest fare for the shortest distance carried.....	5 cents.
Highest for more than 8 and less than 30 miles.....	3 "
Highest for more than 30 and less than 100 miles	3 "
Highest for the whole length of the main road	3 "
Lowest fare for through passengers	3 "

No addition to ticket rates if fare is paid on train.

FREIGHT.

Rate per ton per mile charged for the various classes carried :

	First.	Second.	Third.	Fourth.
Highest rate for the shortest distance carried...	20 cts.	18.33 cts.	15 cts.	8 cts.
Highest for more than 5 and less than 30 miles..	17 "	14.75 "	12.25 "	3.50 "
Highest for more than 30 and less than 100 miles	9.25 "	8 "	6.75 "	2.50 "

No through freight except coal. Coal at $1\frac{1}{2}$ cents per ton per mile for five months, and $1\frac{3}{4}$ cents per ton per mile for seven months.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ? Adams Express Company.

State terms as to rates, use of track, machinery, repair of cars, etc. \$100 per month

* Including tenders.

for use of car and services of baggage-master; 25 cents per 100 pounds for all freight transported less than 30 miles; 35 cents per 100 pounds for all freight transported more than 30 miles.

Principal agent in Ohio, J. H. Rhodes, Supt. Western Division, Cincinnati.

No freight or transportation companies run on this road

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

Steel rail (weight 60 pounds per yard).....	23 miles.
Steel and " capped " rail in use	25 "

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	97,310
" freight trains.....	500,771
" mixed trains.....	26,280
" construction and other trains	7,307
Total	631,638

Cars.

Passenger cars	218,675
Express and baggage cars.....	95,585
Freight cars.....	4,614,311
Caboose cars	4,680
Cars in construction and other trains.....	2,100
Empty cars.....	3,910,061
Total	8,845,412

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to employes, fatal and non-fatal.....	\$224 68
For loss and damage of goods and baggage.....	446 10

ANIMALS KILLED.

Horses.....	6 ; amount of damages paid....	\$407 50
Cattle.....	29 ; "	560 50
Hogs	12 ; "	30 00
Total		\$998 00

FUEL CONSUMED.

Wood : small amount for starting fires. Coal, 14,057 tons.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	131,363
Average number carried in each car	52
Total mileage, or number carried one mile.....	3,940,890
Average number of miles traveled by each	30

Average amount received for each passenger.....	\$0 92.78
Average amount per mile received for each	03.09

Freight

Tons carried	842,802
Average tons freight carried in each car.....	12
Total movement, or tons carried one mile	52,253,724
Average amount received for each ton	\$1 05.03
Average amount per mile received for each.....	01.69

TONNAGE CLASSIFIED.

Coal.....	763,815 tons.	90.63 per cent.
Miscellaneous	78,987 "	9.37 "
Total.....	842,802 "	100 "

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation.....	\$121,880 55
" freight transportation.....	887,511 94
" mail	5,898 24
" express.....	4,625 63
" all other sources of income, including rents, etc.....	6,731 92
Total earnings.....	\$1,026,648 28

OPERATING EXPENSES.

Maintenance of way and structures	\$276,706 22
Maintenance of cars.....	45,446 09
Motive power	33,780 61
Conducting transportation.....	204,756 30
Taxes.....	\$11,366 76
Interest on floating debt.....	5,620 51
Other general expenses	63,128 95
Total general expenses	\$80,116 22
Total operating expenses being 62.42 per ct. of earnings	\$640,805 44
Net earnings	\$385,842 84

AMOUNTS PER MILE (89 MILES).

Earnings.....	\$11,535 37
Operating expenses.....	7,200 06
Net earnings	4,335 31

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From subscriptions to stock.....	\$459,592 50
" sale of bonds	222,000 00
" increase of floating debt.....	128,365 76
Total.....	\$809,958 26

PAYMENTS.

Interest on bonds.....	\$141,142 68
Dividends, rate 10 per cent., on common stock	122,727 50
Applied to sinking fund	15,000 00
Construction of new work.....	312,052 30
Additional equipment	447,049 08
Additional real estate.....	34,793 22
Total	<u>\$1,072,764 18</u>

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock	\$1,572,762 50
Bonds issued—30-year 7 per cent. 1st mortgage	1,500,000 00
10-year 7 per cent. 1st mortgage	300,000 00
20-year 7 per cent. 2d mortgage.....	427,000 00
Due agents	8,634 63
Due connecting roads	27,257 78
Bills payable.....	183,802 66
Due individuals.....	9,164 32
Dividends unpaid	102 50
Income account (net earnings)	242,719 83
	<u>\$4,271,444 12</u>

ASSETS.

Cash on hand	\$58,776 85
Construction—Main line	2,482,979 60
Straitsville branch	246,358 75
Monday Creek branch.....	2,876 25
Equipment	1,154,309 32
Steam excavator	8,800 00
Real estate, shop, switch and depot grounds	126,991 36
Shop tools and machinery	14,205 49
Fencing	19,065 49
Right of way, part fencing included.....	92,841 85
Lancaster City Bonds.....	200 00
Telegraph line	4,279 61
Bills receivable	1,160 05
Due from agents	1,601 70
“ connecting roads	38,499 04
“ individuals.....	3,498 76
Sinking fund	15,000 00
	<u>\$4,271,444 12</u>

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

May 17, 1873. Unknown man at State street crossing, Columbus, killed; asleep on track; intoxicated. P. Egan, Coroner.

May 22, 1873. Clark Dougherty, brakeman in Nelsonville yard, killed; want of caution. Inquest.

June 7, 1873. Unknown man at crossing near brewery, Columbus, injured.

June 20, 1873. Joseph Botts, employe near Carroll, injured while unloading iron ; leg broken ; cause beyond control.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
B. E. Smith	Columbus, Ohio.
William Dennison	" "
William G. Deshler	" "
John L. Gill	" "
W. B. Brooks	" "
Isaac Eberly	" "
John Greenleaf	" "
Theodore Comstock	" "
C. P. L. Butler	" "
M. M. Greene	" "
John D. Martin	Lancaster, "
C. H. Rippey	Logan, "
S. W. Pickering	Athens, "
B. E. Smith, President	Columbus, Ohio.
M. M. Greene, Vice-President	" "
T. J. Janney, Auditor	" "
J. J. Janney, Treasurer and Secretary	" "
John W. Doherty, Superintendent	" "
H. S. Wallace, Master Mechanic	" "
W. H. Jennings, Engineer	" "
E. A. Buell, General Ticket and Freight Agent	" "
John W. Doherty, Purchasing Agent	" "

State of Ohio, County of Franklin, ss. :

M. M. Greene, Vice-President of the Columbus and Hocking Valley Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

(Signed)

M. M. GREENE, *Vice-President.*

Subscribed and sworn to, before me, this 2d day of September, A. D. 1873.

[SEAL.]

F. H. MEDARY, *Notary Public.*

COLUMBUS, SPRINGFIELD AND CINCINNATI RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

[The road of this company is leased to and operated by the Cincinnati, Sandusky and Cleveland Company.

No report was made by the company for year ending June 30, and the only items that can be given, are length of line, amounts of stock, debt and cost of road.]

LENGTH OF LINE, GIVING TERMINAL POINTS.

From Columbus, via London, to Springfield..... 45 miles.

STOCK AND DEBT.

CAPITAL STOCK.

Amount paid in common.....		\$1,000,000 00
Amount per mile (45 miles)	\$22,222 22	
1st mortgage 7 per cent. bonds, due September 1, 1901.....		1,000,000 00
Amount of debt per mile	22,222 22	
Total amount of paid in stock and debt.....		\$2,000,000 00
Total amount per mile (45 miles).....	\$44,444 44	

COST OF ROAD, Etc.

Right of way, construction, etc.....		\$2,000,000 00
Amount per mile (45 miles)	\$44,444.44	

COLUMBUS AND XENIA RAILROAD COMPANY.

[ROAD ALL IN OHIO, OPERATED BY P., C. & ST. L. RY. CO.]

LENGTH OF LINE—GIVING TERMINAL POINTS.

From Columbus, via London to Xenia 55 miles.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....		\$1,000,000 00
Amount subscribed.....	\$1,786,200 00	
Amount paid in, common.....		1,786,200 00
Amount paid in per mile (55 miles)	\$32,476 36	
Stockholders, residents of Ohio, 230.		
Amount of stock held and owned by them June 30	1,445,050 00	
Have no office or agency for the transfer of stock out of this State.		

DEBT.

1st mortgage, 7 per cent. bonds, due September 1, 1890.....		302,000 00
Amount of floating debt not secured by mortgage, none.		
Amount of debt per mile (55 miles)	5,490 90	
Total amount of paid-in stock and debt.....		\$2,088,200 00
Total amount per mile (55 miles)	\$37,967 26	

COST OF ROAD. Etc.

Right of way and construction ..		\$1,493,145 99
Cost per mile.....	\$27,148 11	
Value of real estate owned by company, exclusive of roadway, none.		

RECEIPTS, EXPENDITURES, Etc., FOR YEAR ENDING JUNE 30.

RECEIPTS.

From lessee for rent of road	\$142,896 00	
“ “ “ interest on bonds, etc.....	21,140 00	
“ “ “ expense of organization	2,500 00	
		\$166,536 00
“ all other sources of income for the year.....		8,434 20
Total		\$174,970 20

EXPENDITURES.

For interest on bonds	21,140 00	
“ dividends, rate 8 2-5 per cent.....	150,040 80	
“ taxes (paid by lessee.)		
“ expense of organization	2,500 00	
Total.....		\$173,680 80

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock	\$1,786,200 00	
Funded debt.....	302,000 00	
Surplus	160,385 53	
		\$2,248,585 53

ASSETS.

Cost of road, etc.	\$1,493,145 99	
Interest in joint property of the Little Miami and Columbus and Xenia Railroad Companies.....	643,939 54	
Columbus and Xenia Railroad stock.....	17,050 00	
Central Ohio Railroad stock reorganized, common	33,300 00	
“ “ “ “ “ preferred	20,100 00	
Pittsburgh, Cincinnati and St. Louis Railway Company 1st mortgage 7 per cent. bonds	39,000 00	
Cleveland and Cincinnati Telegraph stock.....	2,000 00	
		\$2,248,585 53

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
J. R. Swan.....	Columbus, Ohio.
H. J. Jewett	“ “
P. W. Huntington.....	“ “
Robt. Neil	“ “
H. C. Noble	“ “
R. A. Harrison	* London, “
Abram Hivling.....	Xenia, “
Henry Hanna	Cincinnati, “
C. P. Cassily	“ “
Joseph Hutcheson	Columbus, “
Baldwin Gwynne	“ “
J. C. Butler (since deceased).....	Cincinnati, “
Jos. R. Swan, President	Columbus, “
Robt. S. Smith, Secretary and Treasurer.....	“ “

State of Ohio, County of Franklin, ss :

Robt. S. Smith, Treasurer of the Columbus and Xenia Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A. D. 1873 according to the best of his knowledge and belief.

[Signed]

ROBT. S. SMITH,
Treasurer.

Subscribed and sworn to before me this 14th day of July, A. D. 1873.

[SEAL.]

GEORGE DRIGGS,
Notary Public.

DAYTON AND MICHIGAN RAILROAD COMPANY.

[ROAD ALL IN OHIO].

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Dayton to Toledo	140.714 miles.
Also use track of Lake Shore and Michigan Southern Railway, at Toledo	1.286 "
Total	142 "
Aggregate of sidings, etc.....	20.206 "
Total length of rail.....	162.206 "

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$6,200,000 00
Amount paid in—Common	\$2,399,274 19
Preferred	1,264,020 00
Total amount paid in.....	3,663,294 19
Increase of stock since June 30, 1872.....	\$262,597 28
Amount of stock paid in per mile (140.714 miles).....	26,033 61
Stockholders, residents of Ohio: 354.	
Amount of stock held and owned by them June 30.....	2,357,700 00

DEBT.

First mortgage 7 per cent. bonds, due July 1st, 1881.....	\$1,920,000 00
Second mortgage 7 per cent. bonds, due Sept. 1st, 1884	443,000 00
Third mortgage 7 per cent. bonds, due October 1st, 1888.....	356,000 00
Toledo depot first mortgage 7 per cent. bonds, due March 1st, 1888	52,500 00
Toledo depot second mortgage 7 per cent. bonds, due March 1st, 1894	53,000 00
Amount of funded debt.....	\$2,824,500 00
Decrease since June 30, 1872	\$512,500 00
Amount of floating debt not secured by mortgage	321,570 90
Increase since June 30, 1872	57,849 37
Total amount of funded and floating debt.....	3,146,070 90
Decrease since June 30, 1872.....	454,650 63
Amount of debt per mile (140.714 miles).....	22,357 91
Total amount of paid in stock and debt.....	\$6,809,365 09
Total amount per mile (142 miles).....	\$48,391 52

COST OF ROAD, EQUIPMENT, ETC.

Right of way	\$103,711 05
Construction	5,572,383 87
Equipment	765,256 12
Other items not included above	374,010 36
	<hr/>
	\$6,820,361 40
Cost per mile (140.714 miles)	\$48,469 67
Value of real estate owned by company, exclusive of roadway.	290,000 00

CHARACTERISTICS, ETC.

LINE LAID WITH RAIL.

Main road	140.714 miles.
Aggregate sidings and other tracks	20.206 "

Total length of rail embraced in preceding heads 160.920 "

Weight of rail per yard on main track, 57 and 60 pounds; gauge of road, 4 feet 10 inches.

Length of road ballasted: 100 miles; with gravel.

Length ballasted since June 30: 21.25 miles; with gravel.

RAILROADS CROSSED AT GRADE.

Pittsburgh, Cincinnati and St. Louis Railway, near Piqua.

Pittsburgh, Fort Wayne and Chicago Railway, at Lima.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade: 219.

BRIDGES AND TRESTLES.

Bridges.

Wood, 18; aggregate length, 2,376 feet; greatest age, 13 years.

Trestles.

7 bridge approaches; 1 side-track; 2 over railroad; 6 over main track. Total, 16; aggregate length, 2,565 feet; greatest age, 7 years.

Stations, etc.

Passenger, 6; freight, 11; combined, 2. Total, 19.

Water, 2; fuel, 11; combined, 4. Total 17.

Engine houses, 3: value, \$6,100.00.

Shops for construction and repairs: value, \$15,000.00.

Fencing.

Length built within the year ending June 30: 25.50 miles; cost per rod, \$1.50.

Additional necessary to inclose road on both sides: About 25 miles.

Reasons why not completed: Work is being done as fast as means and circumstances will allow.

EQUIPMENT.

	Number.	Average Weight.	Average Cost.
Locomotives.....	23	*55,000 lbs.	*\$9,503 00
Express and baggage cars	4	26,500 "	1,327 50
Passenger cars.....	15	34,000 "	3,423 00
Drawing-room and sleeping cars.....	2	.....	.....
Freight cars	654	16,800 "	657 00
Caboose cars.....	12	17,000 "	1,050 00
Hand cars	20	500 "	129 00

Equipment not owned by company: Drawing-room and sleeping cars, 2; owned by Pullman Palace Car Company.

Brake in use on passenger cars: Ordinary hand-brake.

Method of bridging between passenger cars: Miller's patent coupler and platform.

HEATING AND LIGHTING OF CARS.

Method of heating: Passenger cars, wood; sleeping cars, coal.

Means of lighting same: with candles.

Total number of persons employed in operating the road: 650.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains.....	Not limited.
Average rate of same, including stops.....	25 miles.
Highest rate allowed mail and accommodation trains	Not limited.
Average rate of same, including stops.....	23 miles.
Highest rate allowed freight trains.....	12 "
Average rate of same, including stops	10 "

RATES OF TRANSPORTATION.

PASSENGERS.

Fare charged per mile—

Highest fare for the shortest distance carried	15	cents.
Highest for more than 8 and less than 30 miles.....	4	"
Highest for more than 30 and less than 100 miles.....	3.50	"
Highest for the whole length of the main road	3.45	"

Lowest fare for through passengers, 1st class, 3 cents; 2d class, 2.25, and 3d, 1 cent.

Amount charged in addition to regular passenger fare in sleeping or other cars run on the road: Berth, \$2.00; section, \$4.00.

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes—

	First.	Second.	Third.	Fourth.
	20	16	12	10
	cts.	cts.	cts.	cts.
Highest rate for the shortest distance carried....	7	6.66	4.66	4
Highest for more than 5 and less than 30 miles ..	"	"	"	"
Highest for more than 30 and less than 100 miles.	5	5	4.25	3.33
Highest for the whole length of the main road...	5	5	4.16	3.33
Lowest rate for through freight.....	4.28	2.86	2.14	1.43

* Including tenders.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ?

United States Express Company.

State on what terms as to rates, use of track, machinery, repair of cars, etc :

\$100 per day, between Cincinnati and Toledo, for 10,000 lbs. of through freight, daily, and 90 cents for excess, apportioned to Cincinnati Hamilton and Dayton, and Dayton and Michigan Companies, according to tonnage carried over each road.

Name and post-office address of the principal agent or officer in Ohio :

C. Cone, Division Superintendent, Toledo ; J. J. Henderson, Agent, Cincinnati.

No freight, transportation or other special lines run on this road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail (weight, 60 lbs per yard)	13.70 miles.
Rerolled iron.....	4 "
Spliced and mended iron	7 "
Total	24.70 "

MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

Locomotives.

Hauling passenger trains.....	281,737
Hauling freight trains	349,516
Hauling construction and other trains	55,633
Total.....	686,886

Cars.

Passenger cars	556,179
Express and baggage cars	286,301
Freight and caboose cars.....	5,399,935
Cars in construction and other trains	1,001,394
Empty cars: No account kept.	
Total.....	7,243,809

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal.....	\$930 00
" employees, " "	657 55
Loss and damage of goods and baggage.....	2,653 69

ANIMALS KILLED.

1 horse; amount of damages paid.....	\$22 50
26 cattle; " " "	483 75
Total	\$506 25

FUEL CONSUMED.

Wood, 37,300 cords; coal, 210 tons.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	293,683
Average number carried in each car	17
Total mileage, or number carried one mile	9,484,501
Average number of miles traveled by each	32.30
“ amount received for each	\$1 08.
“ amount per mile received for each	03.34

Freight.

Tons carried—		
Through	68,339	
Local	271,658	
		339,997
Average tons freight in each car		6.14
Total movement or tons carried one mile		33,316,253
Average amount received for each ton		\$1 98.55
Average amount per mile received for each		02.01

TONNAGE—CLASSIFIED.

This table has not been kept up the past year. It will be furnished in future reports as required.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—		
Through	\$43,356 80	
Local	273,150 88	
		\$316,507 68
Freight transportation—		
Through	\$131,688 30	
Local	540,406 49	
		672,094 79
From mail		17,870 00
“ express		25,311 82
“ all other sources of income, including rents, etc		26,627 00
Total earnings		\$1,058,411 29

OPERATING EXPENSES.

Maintenance of way and structures	\$221,927 80	
Maintenance of cars	75,376 05	
Motive power	198,009 57	
Conducting transportation	173,235 96	
Taxes	\$34,213 31	
Other general expenses	60,069 60	
Total general expenses	\$94,282 91	
Total operating expenses, being 72.07 per cent. of earnings		\$762,832 29
Net earnings		\$295,579 00

AMOUNTS PER MILE (142 MILES.)

Earnings.....	\$74,536 00
Operating expenses.....	53,720 58
Net earnings.....	20,815 42

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From preferred stock.....	\$258,420 00
“ common “.....	4,177 28
Advances by Cincinnati, Hamilton and Dayton Railroad Co..	123,601 72
Gain on bonds.....	64,067 80
Total.....	\$450,266 80

PAYMENTS.

Interest on bonds.....	\$228,776 23
Dividends, rate 8 per cent. on preferred stock.....	83,274 00
Dividends, rate 3½ per cent. on common stock.....	33,916 73
Bonds of the company, cancelled and exchanged for stock...	481,500 00
Applied to sinking fund (bonds cancelled).....	31,000 00
Construction of new work.....	71,446 69
Additional real estate.....	4,750 00
Right of way.....	1,562 81
Fencing.....	14,887 17
Stock interest.....	3,883 83
Total.....	\$959,997 46

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock—common.....	\$2,399,274 19
“ “ preferred.....	1,264,020 00
First mortgage bonds.....	1,920,000 00
Second “ “.....	443,000 00
Third “ “.....	356,000 00
Toledo depot bonds.....	105,500 00
Cincinnati, Hamilton and Dayton Railroad Company.....	388,774 43
Income bonds.....	400 00
Gain in exchange of bonds for stock.....	160,255 89
	<hr/> \$7,037,224 51

ASSETS.

Construction.....	\$5,572,383 87
Right of way.....	108,711 05
Rolling stock.....	765,256 12
Real estate and depot grounds.....	374,010 36
Railroad and individual accounts.....	67,603 53
Profit and loss.....	149,259 58
	<hr/> \$7,037,224 51

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 2, 1872. — Geargen, boy, at Maumee bridge, Toledo; jumping on train; injured; left leg below knee.

August 13. G. W. Merry, conductor; near Botkins station; train broke in two and collided; died from injury.

August 13. Wm. Kanffman, employe; same accident; died from injury; cause beyond their control.

October 24. Thos. Callahan, employe, near Dayton; went to jump from engine; clothes caught on bolt of cab; fell, and was run over; leg amputated; died December 3; cause beyond control.

December 10. H. Galloway, at Anna station; jumped from freight train while in motion; killed.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Daniel McLaren	Cincinnati.
M. R. Waite	Toledo.
Chas. W. West	Cincinnati.
William Goodman	"
H. D. Huntington	"
F. H. Short	"
John Young	"
Geo. T. Stedman	"
Jos. H. Rogers	"
Daniel McLaren, President	Cincinnati
M. R. Waite, Vice President	Toledo.
F. H. Short, Treasurer and Secretary	Cincinnati.
John H. Weller, Superintendent	Dayton.
Wm. Cullen, Master Mechanic	Cincinnati.
Samuel Stevenson, General Ticket Agent	"
J. R. Reed, General Freight Agent	"
P. Hickey, Purchasing Agent	"

State of Ohio, County of Hamilton, ss.:

Daniel McLaren, President of the Dayton and Michigan Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said Company on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

(Signed.)

DANIEL McLAREN, *President.*

Subscribed and sworn to before me, this 27th day of August, A. D. 1873.

B. D. STEVENSON, *Notary Public.*

DAYTON AND UNION RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LENGTH OF ENTIRE LINE OPERATED—GIVING TERMINAL POINTS.

From Dayton via Dodson to Union City (15 miles, from Dayton to Dodson, leased from Dayton and Western Railroad Company).....	46.78	miles.
Aggregate of sidings, etc	1.82	"
Total length of rail.....	48.60	"

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,000,000	00
Amount paid in—common	\$164,350	00
“ preferred	21,650	00
Total amount paid in	186,000	00
Increase since June 30, 1872	\$100,000	00
Amount of stock paid in per mile (31.78 miles).....	5,853	05
Stockholders, residents of Ohio, 54.		
Amount of stock held and owned by them June 30.....	175,900	00
Location of transfer office or agency out of this State: New York.		
Number of shares transferred within the year at such office: None.		

DEBT.

1st mortgage 7 per cent. bonds, due January, 1879.....	\$140,000	00
2d mortgage 7 per cent. bonds, due January, 1879.....	135,000	00
Income mortgage 7 per cent. bonds, due January, 1879	252,444	88
Amount of funded debt.....	\$527,444	88
Amount of debt per mile (31.78 miles).....	16,596	75
Total amount of paid in stock and debt.....	713,444	88
Total amount per mile (31.78 miles).....	22,449	80

COST OF ROAD, EQUIPMENT, Etc.

Right of way, construction, equipment, road and real estate, capitalized in 1862	\$612,014	76
Cost per mile (31.78 miles).....	\$19,257	86

CHARACTERISTICS, Etc.

LINE LAID WITH RAIL.

Main track	31.780	miles.
Aggregate of sidings and other tracks	1.817	"
Total length of rail.....	33.597	"
Weight of rail per yard, on main track, 56 pounds.		
Gauge of road, 4 feet, 10 inches.		

Length of road ballasted: 31.78 miles; with gravel.

RAILROADS CROSSED AT GRADE.

Pittsburgh, Cincinnati and St. Louis Railway, at Greenville.

Do all trains on your road stop at this crossing? Yes.

Are flagmen stationed at it? Yes.

Number of highways crossed at grade, 42.

BRIDGES, STATIONS, ETC.

Bridges.

Wood, 1; length, 142 feet. Age, 10 years.

Trestles.

55; aggregate length, 1,150 feet; greatest age, 5½ years.

Stations, etc.

Passenger and freight combined, 15.

Water and fuel combined, 4.

Engine-houses and shops for repairs: leased.

Fencing.

Length built within the year ending June 30, 2 miles; cost per rod, \$1.60.

Additional necessary to inclose road on both sides, 4 miles.

EQUIPMENT—ENTIRE LINE.

	Number.	Average Weight.	Average Cost.
Locomotives	4	*63,000 lbs.	*\$11,500 00
Express and baggage cars.....	3	Unknown.	Unknown.
Passenger cars.....	4	"	"
Freight cars .....	..	.....	.....
Other cars.....	..	.....	.....

Equipment not owned by the company:

Locomotives, 2; passenger cars, 1; owned by the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company.

Terms of service: Compensation has not been fixed.

We pay other roads for the use of their freight cars when passing over the road loaded, 1½ cents per mile.

Brake in use on passenger cars: Old style.

Method of bridging between passenger cars: Same as reported last year [a board connecting platforms, secured by bolt and key].

HEATING AND LIGHTING OF CARS.

Method of heating: Same as reported last year [coal stoves].

Means of lighting same: [Candles; fully protected.]

Total number of persons employed in operating the road, 80.

* Including tenders.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains.....	28 miles.
Average rate of same, including stops.....	25 "
Highest rate allowed mail and accommodation trains.....	15 "
Average rate of same, including stops.....	12 "
Highest rate allowed freight trains.....	12 "
Average rate of same, including stops.....	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile—

Highest fare for the shortest distance carried.....	20 cents.
Highest for more than 8 and less than 30 miles.....	4 "
Highest for more than 30 and less than 100 miles.....	3.75 "
Highest for the whole length of the main road.....	3.70 "
Lowest fare for through passengers.....	2 "

There is no addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes :

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried.....	23.57	25 71	22.85	17.14	14.28
Highest for more than 5 and less than 30 miles.....	17.50	15	11.25	10	8.12
Highest for more than 30 and less than 100 miles.....	13.12	11.87	10.62	6.25	4.73
Highest for the whole length of the main road.....	9.60	8	6.40	4.80	3.60
Lowest rate for through freight.....	5	4.16	2.50	2.24	2.04

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road :

United States Express Company.

State on what terms as to rates, use of track, machinery, repair of cars, etc.

We charge 25 cents per 100 pounds for all distances, and half fare for the messenger through.

Name and post-office address of the principal agent or officer in Ohio :

E. Benham, agent, Dayton.

No freight, transportation, or other special lines run on this road.

DOINGS FOR THE YEAR ENDING JUNE 30.

RAIL LAID.

Re-rolled iron.....	1.75 miles.
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MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains.....	32 270
" freight trains.....	13,100
" mixed trains.....	29,328
" construction and other trains.....	36,000
Total.....	110,698.

Cars.

Passenger cars	98,154	
Express and baggage cars	61,088	
Freight cars	369,223	
Caboose cars	7,300	
Empty cars	203,072	
Total		738,837

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$353 56
--	----------

ANIMALS KILLED.

4 Horses; amount of damages paid	\$252 50	
4 Cattle, " " "	55 25	
Total		\$307 75

FUEL CONSUMED.

Wood, 2,688 cords.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	55,904
Total mileage, or number carried one mile	1,527,995
Average number of miles traveled by each	27.35
Average amount received for each	\$0 82.94
Average amount per mile received for each	03.03

Freight.

Tons carried—Through	77,088	
Local	33,000	
		110,088
Total movement, or tons carried one mile		
Average amount received for each ton		77 63
“ amount per mile received for each		

TONNAGE CLASSIFIED.

No satisfactory account kept.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—		
Through	\$3,814 10	
Local	42,535 66	
		\$46,349 76
From freight transportation—		
Through	\$44,033 44	
Local	41,428 91	
		\$85,462 35
From mail		2,890 20
“ express		1,898 06
“ all other sources of income, including rents, etc.		243 05
Total earnings		\$136,843 42

OPERATING EXPENSES.

Maintenance of way and structures.....	\$27,007 41	
Maintenance of cars.....	5,259 61	
Motive power.....	17,704 27	
Conducting transportation.....	14,084 28	
Taxes.....	\$2,526 81	
Other general expenses.....	17,860 99	
Total general expenses.....	20,387 80	
Total operating expenses, being 61.70 per cent. of earnings.....	\$4,443 37	
Net earnings.....	\$52,400 05	

AMOUNTS PER MILE (46.8 MILES).

Earnings.....	\$2,924 00
Operating expenses.....	1,804 34
Net earnings.....	1,119 66

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From sale of bonds*.....	\$25,000 00
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PAYMENTS.

Interest on bonds (a portion for arrears on 2d mortgage bonds).....	\$50,540 95
Pittsburgh, Cincinnati and St. Louis Railway Company, joint use of track—Dayton to Dodson.....	\$10,000 00
Cincinnati, Hamilton and Dayton Railroad Company.....	600 00
Depot and shops in Dayton.....	3,000 00
Passenger station in Greenville.....	180 00
Total.....	\$64,320 95

GENERAL BALANCE SHEET JULY 1, 1873.

Our fiscal year ends October 31, and books are closed at that date. Cannot give correct one on the 1st July.

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

January 3, 1873. Jacob Helfrich, and his daughter, about 9 years of age; at the Prairie-street crossing, in Dayton, about 1 o'clock A. M.; in attempting to walk across the track, were struck by an engine backing down; killed. The engineer was arrested, tried for manslaughter, and acquitted.

June 24, 1873. Absalom Flemming, an old man; at Deerfield-crossing, east of Union City; killed; attempted to drive across track with team; warning given by engineer; no attention paid.

* \$100,000 bonds, issued since last report, sold for \$25,000, and subsequently converted into stock [at par, and bonds cancelled].

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
H. B. Hurlbut	Cleveland, Ohio.
Oscar Townsend	" "
William Collins	" "
T. P. Handy	" "
E. S. Flint	" "
James McDaniel	Dayton, "
John H. Achey	" "
Geo. W. Rogers	" "
J. R. Knox	Greenville, "
W. C. Whitney, Trustee	New York city.
H. B. Hurlbut, President	Cleveland, Ohio.
James McDaniel, Vice-President	Dayton, "
John L. Miller, Auditor	" "
George W. Rogers, Treasurer	" "
C. C. Gale, Superintendent	Indianapolis, Ind.
John L. Miller, General Ticket Agent	Dayton, Ohio.
L. Hills, General Freight Agent	Cleveland, Ohio.

State of Ohio, County of Montgomery, ss :

James McDaniel, Vice-President of the Dayton and Union Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed]

J. McDANIEL,
Vice-President.

Subscribed and sworn to before me, this 12th day of September, A. D. 1873

[SEAL]

R. BRUNDRETT,
Notary Public

GALLIPOLIS, McARTHUR AND COLUMBUS RAILROAD COMPANY.

[ROAD IN PROCESS OF CONSTRUCTION—ALL IN OHIO.]

LENGTH OF PROPOSED LINE—GIVING TERMINAL POINTS.

From Gallipolis, via McArthur, to Logan..... 62 miles.
Length graded, 31 miles ; partly graded, 6 62 100 miles.

Fifteen miles of the graded and three miles of the partly graded is on the old line of the Scioto and Hocking Valley Railroad, and was done before this company was formed.

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1873, inclusive:

For right of way.....	\$5,053 67
“ civil engineering	8,909 86
“ grading and masonry	92,812 42
“ contingent expenses (includes advertising, stationery and salaries)...	16,393 65
Total.....	\$123,169 60

STOCK AND DEBT.

CAPITAL STOCK.	
Amount authorized.....	\$1,500,000 00
Amount subscribed.....	\$218,000 00
Amount paid in, common	117,629 91
Stockholders, residents of Ohio, 900.	
Amount of stock held and owned by them June 30.....	\$113,203 57

DEBT.

Amount of floating debt, not secured by mortgage.....	\$11,721 48
Total amount of paid in stock and debt.....	\$ 129,351 39

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.	
Stock paid in.....	\$117,629 91
Bills payable.....	9,699 58
Accounts and bills unpaid.....	2,021 90
Donated	249 50
Interest collected on overdue subscriptions.....	429 08
	\$130,030 37
ASSETS.	
Construction account.....	\$123,169 60
Teams and tools on hand	2,434 43
Bills receivable, taken in settlement of subscription.....	4,426 34
	\$130,030 37

DIRECTORS.	NAME AND RESIDENCE OF OFFICERS.	POST-OFFICE ADDRESS
William H. Langley.....		Gallipolis, Ohio.
William H. Eagle.....		Vinton, "
John J. Cadot.....		Gallipolis, "
James M. Kerr.....		" "
Lewis Muenz.....		" "
John Huhn.....		McArthur, "
Cornelius Karns.....		" "
William H. Langley, President.....		Gallipolis, Ohio.
John J. Cadot, Secretary.....		" "
Edward Deletombe, Treasurer.....		" "

State of Ohio, County of Gallia, ss. :

William H. Langley, President of the Gallipolis, McArthur and Columbus Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed.]

W. H. LANGLEY, *President.*

Subscribed and sworn to before me, this 13th day of August, A. D. 1873,

[SEAL.]

JOHN T. HAMPTON,

Deputy Clerk Court Common Pleas Gallia County.

HARRISON BRANCH RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

[Leased and operated by Whitewater Valley Railroad Company.]

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Valley Junction to Harrison.....	7.003 miles.
Aggregate of sidings, etc.....	.491 "
Total length of rail.....	7.494 miles.

STOCK AND DEBT.

CAPITAL STOCK.	
Amount authorized	\$200,000 00
Amount paid in, common.....	200,000 00
Amount of stock paid in per mile.....	\$26,666 66
Stockholders residents of Ohio, 12.	
Amount of stock held and owned by them June 30.....	\$64,000 00

DEBT.

No funded or floating debt.

COST OF ROAD, ETC.

Total	\$200,000 00
Cost per mile.....	\$26,666 66
No real estate owned by company exclusive of roadway.	

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

Received from lessee for rent of road.....	\$16,000 00
Paid for dividends (rate 8 per cent. on stock).....	16,000 00

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.	
Capital stock.....	\$200,000 00
ASSETS.	
Total cost of road.....	\$200,000 00

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Daniel A. Dwight	Boston, Massachusetts.
Chapman Dwight.....	Cincinnati, Ohio.
William Dwight, Jr.....	" "
Joseph C. Butler.....	" "
H. M. Britton.....	" "
H. Prentiss.....	" "
William C. Perkins	" "
Daniel A. Dwight, President.....	Boston, Massachusetts.
H. Prentiss, Secretary and Treasurer.....	Cincinnati, Ohio.

State of Ohio, County of Hamilton, ss :

H. Prentiss, Secretary and Treasurer of the Harrison Branch Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A.D. 1873, according to the best of his knowledge and belief.

[Signed.]

H. PRENTISS, *Secretary and Treasurer.*

Subscribed and sworn to before me, this 22d day of August, A.D. 1873.

[SEAL.]

E. V. CHERRY, *Notary Public*

(No report made by lessee.)

IRON RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Centre Station, via Ironton, to Hecla Station	14 miles.
Aggregate of sidings, etc.....	1 "
Total length of rail.....	15 "

CONSTRUCTION ACCOUNT.

Branch completed from Ironton to Hecla round-house, 1 mile.

Expenditures from the date of commencement of the road up to June 30, 1873, inclusive:

For iron rails, chairs and spikes.....	\$11,692 39
" timber and ties.....	1,285 50
" labor	1,517 30
Total	\$14,495 19

The above short branch was built by our own section men; has comparatively no grading or masonry, being laid through the streets of Ironton, and along the river bottom to our round-house.

From Etna Station to Conwaytown	2½ miles.
Length graded.....	None.

Expenditures to June 30, 1873:

For civil engineering	\$93 70
" bridges	122 16
" iron rails, chairs and spikes.....	19,931 38
Total	\$20,207 24
Amount per mile (2½ miles).....	8,981 00

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$500,000 00
Amount subscribed.....	\$129,550 00
Amount paid in	129,550 00
Amount paid in per mile (14 miles)	9,253 57
Stockholders, residents of Ohio, 26.	
Amount of stock held and owned by them, June 30	121,900 00
Amount of floating debt, not secured by mortgage.....	36,025 86
Increase since June 30, 1872.....	20,577 09
Amount of debt per mile (14 miles)	2,573 27
Total amount of paid in stock and debt.....	165,575 86
Total amount per mile (14 miles)	11,826 35

COST OF ROAD, EQUIPMENT, ETC.

Right of way and construction.....	\$310,370 26	
Equipment	74,700 00	
Other items of cost not included above.....	8,298 33	
	<hr/>	\$393,368 59
Cost per mile (14 miles).....	28,097 76	
Value of real estate owned by company, exclusive of roadway.	18,830 25	

CHARACTERISTICS, ETC.

LENGTH OF LINE LAID WITH RAIL.

Main track	13 miles.
Hecla Branch, main track	1 "
Aggregate of sidings and other tracks not above enumerated.....	1 "
	<hr/>
Total length of rail embraced in preceding heads.....	15 "

Weight of rail per yard on main track, 60 lbs.; gauge of road, 4 ft. 10 in.

Length of road ballasted, 15 miles; material used, mill ashes, furnace cinders and stone.

BRIDGES, TUNNELS, ETC.

Bridges.

16 wood; aggregate length, 507 feet. 1 iron; length, 94 feet. Total, 601 feet.

Greatest age of wood, 3 years; iron, 15 years.

Tunnels.

1; roof solid rock; length, 1,020 feet.

Stations, etc.

Passenger and freight combined, 8; water and fuel, 2

Shops for repairs, 1; value, \$8,298.33.

Fencing.

None built within the year ending June 30.

Length necessary to inclose road on both sides, 26 miles.

State reasons why not completed? See report 1868.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives.....	4	* 50,490 lbs.	* \$12,875 00
Express and baggage cars.....	1	18,000 "	2,400 00
Passenger cars.....	3	22,500 "	3,600 00
Freight cars	156	9,500 "	475 00
Other cars.....	18	4,600 "	250 00

Brake in use on passenger cars: Common ratchet brake.

Method of bridging between passenger cars: None; use only one coach to train.

HEATING AND LIGHTING OF CARS.

Method of heating: Use Beeman's patent stove.

Means of lighting same: Candles.

Total number of persons employed in operating the road, 50.

* Including tenders.

SPEED OF TRAINS PER HOUR.

Highest rate allowed freight and passenger trains.....	15 miles.
Average rate of same, including stops.....	12 "
Highest rate allowed coal trains	12 "
Average rate of same, including stops.....	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged for the respective classes per mile :

	First.	Second.	Third.
Highest fare for the shortest distance carried.....	5 cts.	4 cts.	2.50 cts.
Highest for more than 8 and less than 30 miles	4 "	3.50 "	2 "
Lowest fare for through passengers.....	1.85 "	.....	.....

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes :

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried, 40 cts.	30 cts.	20 cts.	16 cts.	15 cts.	
Highest for more than 5 and less than 30 miles 25 "	20 "	15 "	13 "	7 "	
Lowest rate for through freight.....	6 "	.....	.....	.....	.....

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail (weight 60 lbs. per yard) 1 mile.

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling freight trains.....	12,120
" mixed trains.....	17,760
" construction and other trains	1,620
Total	31,500

Cars.

Passenger cars	18,069
Express and baggage cars	624
Freight cars	145,468
Cars in construction and other trains	672
Empty cars.....	106,860
Total	271,693

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers.....	\$3 50
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ANIMALS KILLED

6 cattle; amount of damages paid	\$27 00
4 hogs; " " "	3 50
Total	\$30 50

FUEL CONSUMED.

Coal, 794 tons.

Report of Commissioner.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	39,289
Total mileage, or number carried one mile	315,339
Average number of miles traveled by each	8
Average amount received for each	\$0.32
Average amount per mile received for each	04

Freight.

Tons carried	136,626
Average freight in each car (lbs.)	16,000
Total movement, or tons carried one mile	1,093,008
Average amount received for each ton	\$0 64.48
Average amount per mile received for each ton	08.06

TONNAGE CLASSIFIED.

	Tons.	Per cent
Coal	76,423	56
Ores and limestone	9,663	7
Pig and bloom iron	38,762	29
Merchandise	10,339	8
Miscellaneous	1,436	....
Total	136,626	100

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$12,562 20
“ freight “	88,095 06
“ all other sources of income, including rents, etc	5,921 27
Total earnings	\$106,578 53

OPERATING EXPENSES.

Maintenance of way and structures	\$25,920 75
Maintenance of cars	9,767 77
Motive power	3,010 26
Conducting transportation	15,920 99
Taxes	\$930 50
Other general expenses	7,000 93
Total general expenses	\$7,931 43
Total operating expenses, being 58.69 per cent. of earnings	\$62,551 20
Net earnings	44,027 33

AMOUNTS PER MILE (14 MILES.)

Earnings	\$7,612 75
Operating expenses	4,467 94
Net earnings	3,144 81

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Construction of new work.....	\$34,702 43
Additional equipment	27,700 00
Additional real estate	6,030 25
Total	<u>\$68,432 68</u>

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock.....	\$129,550 00
Dividend (payable in stock)	459 11
Bills payable.....	9,430 00
Ohio Iron and Coal Company.....	1,808 54
Hands' wages	3,176 67
Book accounts	21,610 65
Profit and loss account	254,684 95
	<u>\$430,719 92</u>

ASSETS.

Construction (main line)	\$275,667 83
" (Hecla Branch)	14,195 19
" (Etna Branch)	20,207 24
Rolling stock	74,700 00
Real estate	18,830 25
Hecla round-house	8,293 33
Bills receivable	1,045 70
Book accounts	13,106 02
Subscription to S. V. and T. Company.....	95 62
Cash with agent.....	1,773 74
Trustee	2,500 00
	<u>\$430,719 92</u>

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

June 12, 1873. Mattie Bowles; Jacob Mowry; Michael Freal: passengers; 1 mile north of La Grange; injured by a collision. [Extent not reported.]

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
John Campbell.....	Ironton, Ohio.
John Peters.....	" "
Hiram Campbell	" "
W. D. Kelley	" "
Cyrus Ellison.....	" "
Samuel W. Dempsey	" "
E. B. Willard	Hanging Rock, Ohio.
Cyrus Ellison, President and General Manager.....	Ironton, Ohio.
Samuel Richards, Secretary, General Ticket and Freight Agent....	" "
George Willard, Treasurer.....	" "
James R. Martin, Superintendent and Master Mechanic.....	" "
L. W. Richards, Master of Transportation.....	" "

State of Ohio, County of Lawrence, ss :

Cyrus Ellison, President of the Iron Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D., 1873, according to the best of his knowledge and belief.

(Signed)

CYRUS ELLISON, *President.*

Subscribed and sworn to, before me, this 27th day of August, A. D. 1873.

(SEAL.)

JAMES A. BARTRAM, *Notary Public.*

LAKE ERIE AND LOUISVILLE RAILWAY COMPANY.

LENGTH OF ENTIRE LINE OPERATED—GIVING TERMINAL POINTS.

From Fremont to Findlay, 37 miles during greater part of year.

" Fremont to Lima, last part of year.....	67.5 miles.
Aggregate of sidings, etc.....	4 "
Total length of rail	71.5 "

LENGTH OF PROPOSED LINE—GIVING TERMINAL POINTS.

From Sandusky, Ohio, via Union City, Ind., to Cambridge City, Ind..... 180 miles.

Length graded 118 "

On what portion of line? Fremont to St. Mary's, Ohio, 88 miles; Union to Cambridge, Ind., 30 miles.

CONSTRUCTION ACCOUNT.

Cost of road by purchase	\$1,565,000 00
Expenditures for year ending June 30, 1873—	
For grading and masonry.....	35,914 43
" bridges	31,205 24
" iron rails, chairs and spikes	410,765 86
" timber and ties	48,834 35
" right of way	25,147 31
" fencing	658 47
" civil engineering	8,534 30
" passenger and freight stations.....	11,920 03
" locomotives and fixtures.....	27,319 10
" passenger and baggage cars.....	14,965 70
" freight and other cars.....	37,568 48
" interest and discount	187,564 65
" contingent expenses.....	4,960 50
" track laying.....	13,703 51
" ballasting	3,669 70
Total	\$2,427,731 63
Amount per mile (88 miles) completed.....	\$27,587 97

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$4,000,000 00
Amount paid in—common	1,115,350 00
Increase since June 30, 1872.....	\$141,350 00
Amount of stock paid in per mile (88 miles) completed....	12,674 43
Stockholders residents of Ohio, 35.	
Amount of stock held and owned by them June 30, 1873..	1,009,600 00
Have no transfer office or agency out of the State.	

DEBT.

1st mortgage 7 per cent. bonds, due April 1, 1892.....	\$300,000 00	
2d " 7 " " " January 1, 1903.....	590,000 00	
	<hr/>	
Amount of funded debt.....		\$890,000 00
Increase since June 30, 1872.....	*\$390,000 00	
Amount of floating debt not secured by mortgage		445,685 00
Increase since June 30, 1872.....	\$433,343 00	
Total amount of funded and floating debt.....	1,335,685 00	
Increase since June 30, 1872.....	823,343 00	
Amount of debt per mile (88 miles), completed	15,178 24	
	<hr/>	
Total amount of paid in stock and debt.....		\$2,451,035 00
Total amount per mile (88 miles), completed.....	\$27,852 67	

COST OF ROAD, EQUIPMENT, Etc.

Right of way, construction and equipment, including purchase at judicial sale.....	\$2,427,731 63
Cost per mile (88 miles), completed	\$27,587 97

CHARACTERISTICS, Etc.

LINE IN OHIO LAID WITH RAIL.

Main track.....	79.25 miles.
Aggregate of sidings and other tracks.....	4 "

Total length of rail embraced in preceding heads	83.25 "
Weight of rail per yard, on main track.....	50, 56, 60 lbs.
Gauge of road.....	4 ft. 9½ in.

Length of road in Ohio ballasted: Old road, 3½; new, 7½ miles.

Material used: Stone and gravel.

Length ballasted since June 30, 1872: 7½ miles.

Material used: Gravel and stone.

RAILROADS CROSSED IN OHIO AT GRADE.

Toledo, Tiffin and Eastern Railroad, at Burgoon.

Mansfield, Coldwater and Lake Michigan Railroad, at Fostoria.

Dayton and Michigan Railroad, at Lima.

Pittsburgh, Ft. Wayne and Chicago Railway, at Lima.

Lake Shore and Michigan Southern Railway, at Fremont.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade in Ohio, 115.

* Of this, \$90,000 2d mortgage bonds paid in purchase of the road in Indiana, is only an apparent increase, it not having been reported last year.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges.

5 wood; all built within the year ending June 30, as follows:

Location.	Construction.	Length—feet.
Findlay	Howe Truss	150
Bluffton	“	80
Buckland	“	131
St. Mary's	“	79
St. Mary's	“	100
Total		540 ft.

Trestles.

25; aggregate length, 1,400 feet; greatest age, 5 years.

Stations.

Passenger, 3; passenger and freight combined, 12; total 15.

Water and fuel combined, 4.

Engine-houses, 3; value, \$7,000.

Shops for construction and repairs, 1; value, \$7,600.

Fencing.

None built within the year ending June 30.

Length necessary to inclose road on both sides: 10 miles.

Reasons why not completed: Agreement with parties along line.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives	6	*70,500 lbs.	*\$11,600
Express and baggage cars	3	30,000 “	2,500
Passenger cars	3	34,000 “	3,800
Freight cars	80	14,000 “	660
Other cars—caboose	3	15,000 “	700

Brake in use on passenger cars: Common brake.

Method of bridging between passenger cars: We run only one passenger car in train.

HEATING AND LIGHTING OF CARS.

Method of heating: With substantial wood stoves, bolted to the floor, and protected at the sides.

Means of lighting same: With car candles.

Total number of persons employed in operating the road, 145; all Ohio.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains	26 miles.
Average rate of same, including stops	25 “
Highest rate allowed mail and accommodation trains	26 “
Average rate of same, including stops	25 “
Highest rate allowed freight trains	15 “
Average rate of same, including stops	10 “

* Including tenders.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile—

Highest fare for the shortest distance carried.....	20 cents for 2 4-10 miles.
Highest for more than 8 and less than 30 miles	3 cents.
Highest for more than 30 and less than 100 miles.....	3 “
Lowest fare for through passengers	All local.

There is no addition to ticket rates if paid on train.

FREIGHT.

Rate charged per ton per mile for the various classes :

	First.	Second.	Third.	Fourth.
Highest rate for the shortest distance carried....	40 cts.	32 cts.	24 cts.	20 cts.
Highest for more than 5 and less than 30 miles. 24 “	18 “	14 “	10 “	“
Highest for more than 30 and less than 100 miles. 10.85 “	8.56 “	6.85 “	5.14 “	“
Highest for the whole length of the main road in				

Ohio	7.35 “	5.88 “	4.70 “	3.82 “
Lowest rate for through freight: All local.				

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? United States.

State terms as to rates, use of track, machinery, etc. They pay us 15 cents, on an average, per ton per mile for all freight carried for them.

Name and post-office address of the principal agent in Ohio: E. M. Matthews, Superintendent, Cleveland.

No freight, transportation or other special lines run on this road. We run cars owned by transportation companies, paying mileage on them same as on other foreign cars.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

New iron rail (50 pounds per yard)	42.25 miles.
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MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	37,030
“ freight trains	13,095
“ mixed trains	21,681
“ construction and other trains.....	6,000
Total	77,806

Cars.

Passenger cars.....	60,508
Express and baggage cars.....	58,420
Freight cars, including loaded and empty	221,011
Caboose cars.....	13,095
Cars in construction and other trains	30,000
Total.....	383,034

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries in Ohio to employes	\$8 00
For loss and damage of goods and baggage.....	123 75

ANIMALS KILLED IN OHIO.

1 horse; amount of damages paid	\$17 50
21 Cattle; "	285 60
Total	\$303 10

FUEL CONSUMED.

Wood, 3,500 cords.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	48,569
Average number carried in each car	15
Total mileage, or number carried one mile	932,503
Average number of miles traveled by each	19.20
Average amount received for each	\$0 70
Average amount per mile received for each	03.65

Freight.

Tons carried	40,676
Total movement, or tons carried one mile	1,161,798
Average amount received for each ton	\$1 22.12
Average amount per mile received for each	04.28

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	401	.99
Stone and lime	213	.52
Petroleum	77	.19
Pig and bloom iron	17	.04
Other iron and castings	41	.10
Lumber and other forest products	8,356	20.55
Live-stock	6,353	15.70
Grain	10,084	24.80
Other agricultural products	862	2.12
Flour	1,330	3.27
Provisions (beef, pork, lard, etc.)	1,944	4.78
Manufactures, including agricultural implements	824	2.02
Merchandise	4,149	10.20
Miscellaneous	1,593	4.65
Supplies for company's use	4,102	10.07
Total	40,676	100

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$34,034 10
" freight transportation	49,774 74

From mail transportation	\$2,664 75
“ express	1,539 23
“ all other sources of income, including rents, etc.	2,055 17
Total earnings	<u>\$90,067 99</u>

OPERATING EXPENSES.

Maintenance of way and structures	\$14,438 59
Maintenance of cars	4,406 48
Motive power	13,368 42
Conducting transportation	18,761 92
Taxes—Ohio	\$1,157 71
Other general expenses	16,183 77
Total general expenses	<u>\$17,341 48</u>
Total operating expenses being 75.85 per ct. of earnings	<u>\$68,316 89</u>
Net earnings	<u>\$21,751 10</u>

AMOUNTS PER MILE.

We make 37 miles our basis for mileage statements, as that part of the road between Findlay and Lima was operated only during last part of year, and at great disadvantage, for want of buildings.

Earnings (all Ohio)	\$2,434 27
Operating expenses	1,846 40
Net earnings	587 87

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From subscriptions to stock	\$141,350 00
“ sale of bonds	390,000 00
“ increase of floating debt	433,343 00
“ donations	17,905 00
Total	<u>\$982,598 00</u>

PAYMENTS.

Interest on bonds	\$24,425 63
Construction of new work	782,878 35
Additional equipment	79,853 28
On road in Indiana in bonds, not heretofore reported	90,000 00
Total	<u>\$977,157 26</u>

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock	\$1,115,350 00
First mortgage bonds	300,000 00
Second mortgage bonds	590,000 00
Bills payable	445,685 00
Debt payable in capital stock	47,805 00

Due sundry accounts	\$17,016 42	
Income expense account	16,510 48	
		\$2,532,366 90
ASSETS.		
Cost of railway	\$2,427,731 63	
Township bonds	78,600 00	
Bills receivable	15,000 00	
Due from sundry accounts	2,648 36	
Materials on hand	4,002 92	
Cash	4,383 99	
		2,532,366 90

ACCIDENTS TO PERSONS IN OHIO.

June 5, 1873. George W. Love, an old man, in North Findlay: walking on track; struck by locomotive; side injured, not seriously.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
L. Q. Rawson	Fremont, Ohio.
R. P. Buckland	"
James Moore	"
Charles Foster	Fostoria, Ohio.
C. W. Foster	"
D. J. Cory	Findlay, Ohio.
S. Carlin	"
S. Medbury	Columbus, Ohio.
C. S. Brice	Lima, Ohio.
W. H. Smith	Union City, Ind.
I. P. Gray	"
L. Q. Rawson, President	Fremont, Ohio.
Charles Foster, Vice-President	Fostoria, Ohio.
W. H. Andrews, Secretary, Treasurer and General Ticket Agent.....	Fremont, Ohio.
I. H. Burgoon, Superintendent	"
John Pero, Master Mechanic	"
E. L. Bennet, Chief Engineer	"
M. W. Siebert, General Freight Agent	"

State of Ohio, County of Sandusky, ss:

L. Q. Rawson, President of the Lake Erie and Louisville Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A.D. 1873, according to the best of his knowledge and belief.

(Signed)

L. Q. RAWSON.

Subscribed and sworn to before me this 6th day of September, A.D. 1873.

[SEAL.]

W. H. ANDREWS,

Notary Public.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

LENGTH OF ENTIRE LINE OPERATED, GIVING TERMINAL POINTS.

From Buffalo, via Erie, Cleveland and Toledo, to Chicago.....	541.34 miles.
“ Elyria, Ohio, via Sandusky (including Pier Branch, Sandusky to Millbury), to Millbury Junction	76.69 “
“ Toledo to Elkhart, Indiana (Air Line).....	130.70 “
“ “ Detroit, Michigan	64.79 “
“ Adrian, Michigan, to Jackson, Michigan	46 “
“ “ “ Monroe, “	33.60 “
“ White Pigeon, Michigan, to Grand Rapids, Michigan	94.68 “
“ Jonesville, “ Lansing, “	60 “
“ Ashtabula, Ohio, via Jamestown and Franklin, to Oil City, Pa....	87.19 “
“ Junction, Dunkirk, Warren and Pittsburg R. R. to Dunkirk	1.50 “
Total	1,136.49 “
Double main track, Buffalo to Cleveland	183.50 miles.
“ “ between Cleveland and Toledo	32.52 “
“ “ “ Toledo and Chicago	6.60 “
	<u>222.62 “</u>
Aggregate of sidings, etc.....	334.52 “
	<u>1,693.63 “</u>
Total length of rail	

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$50,000,000 00
“ subscribed.....	\$50,000,000 00
“ paid in—common	49,466 500 00
“ preferred	533,500 00
Total amount paid in.....	\$50,000,000 00
Increase since June 30, 1872	\$15,000,000 00
Amount of stock paid in per mile (1,083 miles)	46,168 05
Proportion for Ohio (378½ miles)	17,474,606 92
Stockholders residents of Ohio, 1,013.	
Amount of stock held and owned by them June 30.....	5,585,600 00

DEBT.

L. S. & M. S. R'y funded debt, all 7 per cent	\$27,949,000 00
Detroit, Monroe and Toledo debt, all 7 per cent.....	924,000 00
Kalamazoo and White Pigeon debt, 7 per cent	400,000 00
“ “ 8 “	200,000 00
Amount of funded debt	<u>\$29,473,000 0</u>

Increase since June 30, 1872	\$3,040,000	00
Amount of floating debt, not secured by mortgage.....		2,794,485 65
Increase since June 30, 1872.....	313,061	30
Total amount of funded and floating debt	32,267,485	65
Increase since June 30, 1872	3,353,061	30
Amount of debt per mile (1,083 miles)	29,794	54
Proportion for Ohio (378½ miles)	11,277,233	39
Total amount of paid-in stock and debt		82,267,485 65
Total amount per mile (1,083 miles)	\$75,962	59
Total proportion for Ohio (378½ miles).....	23,751,840	31

COST OF ROAD, EQUIPMENT, ETC.

Right of way and construction.....	\$65,331,002	84
Equipment	12,920,910	76
		\$78,251,913 60
Cost per mile (1,083 miles).....	\$72,254	77
Proportion for Ohio (378½ miles)	27,348,430	44
Value of real estate owned by company, exclusive of roadway	2,500,000	00

CHARACTERISTICS, ETC.

LINE IN OHIO LAID WITH RAIL.

Main track (two lines between Cleveland and Toledo)	269	miles.
Double main track	106	"
Ashtabula Branch, main track	30.80	miles.
“ Harbor extension at Ashtabula.....	2.35	"
Pier Branch on Sandusky Division, main track	3.74	"
Portion of Air Line Branch	65	"
“ Detroit, Monroe and Toledo R. R., main track.....	7.70	"

Total length of branches	109.59	"
Aggregate of sidings and other tracks.....	148.07	"

Total length of rail embraced in preceding heads	632 66	"
Weight of rail per yard on main track.....	60	lbs.
Gauge of road	4 ft. 9½	in.

Road in Ohio all ballasted with stone and gravel.

Length ballasted since June 30, 1872:

Ballast trains constantly at work keeping the road-bed up to the highest standard.

RAILROADS CROSSED IN OHIO AT GRADE.

Lake Shore and Tuscarawas Valley Railway, at Elyria.

Baltimore and Ohio Railroad, Lake Erie Division, at Monroeville.

Cincinnati, Sandusky and Cleveland Railroad, at Clyde and Sandusky.

Lake Erie and Louisville Railway, at Fremont.

Dayton and Michigan Railroad, at East Toledo.

Toledo, Wabash and Western Railway, at Toledo.

Cleveland and Pittsburgh Railroad, at Cleveland.

Ashtabula, Youngstown and Pittsburgh Railroad, at Ashtabula.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade in Ohio, 418.

BRIDGES, TRESTLES, TUNNELS, ETC., IN OHIO.

Bridges.

Wood	21	Aggregate length.....	2,959 feet.
Iron	16	"	1,621 "
Stone	19	"	2,055 "
			———— 6,635 feet.

Built within the year ending June 30.

Location.	Construction.	Material.	Length.
East Br. Vermillion river, at Kipton.....	32 foot arch.	Stone.	40 feet.
West " " Wakeman.....	Two "	"	270 "
Saw Mill Creek.....	Single "	"	32 "
Vermillion bridge, rebuilt.....		Wood.	151 "

Greatest age of bridges—wood, 21 years; iron, 9 years.

Trestles.

Number, 62; aggregate length, 4,332 feet; greatest age, 4 years.

Tunnels.

Stone, 1; double track under canal, Toledo; length, 114 feet.

Stations, etc.

Passenger, 30; freight, 28; combined, 32; total, 90.

Water, 9; fuel, 4; combined, 29; total, 42.

Engine-houses, 8; value, \$91,000.

Shops for construction and repairs, 4; value, \$62,000.

Fencing.

Road all fenced.

EQUIPMENT—ENTIRE LINE.

	Number.	Average weight.	Average cost.
Locomotives.....	429	58,000 lbs.	\$10,000
Express and baggage cars.....	69	28,000 "	3,000
Passenger cars.....	159	34,000 "	4,000
Drawing-room and sleeping cars	29	.....	.....
Freight cars.....	9,025	16,600 "	600
Other cars	4	34,000 "	5,000

EQUIPMENT—NOT OWNED BY THE COMPANY.

4 Drawing-room and 25 sleeping cars—owned by Gates & Wagner, Buffalo.

State terms of service: Drawing-room and sleeping cars put on the road at cost of Gates & Wagner. Afterwards maintained outside by R'y Co., inside by Gates & Wagner, the latter receiving as compensation the berth money.

For freight cars which are owned by other roads or transportation lines, and run over this road, we pay the usual car service—1½ cents per mile.

Brake in use on passenger cars: Westinghouse Air Brake.

Method of bridging between passenger cars: Miller Platform and Coupling.

HEATING AND LIGHTING OF CARS.

Method of heating: Baker & Smith Car-warmer—hot-water circulating in coils of pipes.

Means of lighting same: Candles in glass globes.

Total number of persons employed in operating the road, entire line, 13,750. Proper for Ohio, 4,583.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains	40 miles.
Average rate of same, including stops	30 "
Highest rate allowed mail and accommodation trains	30 "
Average rate of same, including stops	22 "
Highest rate allowed freight trains	15 "
Average rate of same, including stops.....	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

Highest fare for the shortest distance carried	5 cents.
Highest for more than 8 and less than 30 miles.....	4 "
Highest for more than 30 and less than 100 miles	3.50 "
Highest for the whole length of the main road in Ohio.....	3.20 "

Lowest fare for through passengers—1st class, 2.33 cts. ; 2d class, 2 cts. ; 3d class, 1 cent.

Amount charged in addition to regular passenger fare, in sleeping or other cars, on the road : For seat, 50 cents ; berth, \$2.00 ; section, \$3.50 ; state-room, \$1.00.

No addition to ticket rates if fare is paid on train.

FREIGHT.

Rate charged per ton per mile for the various classes—through and local :

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for 5 miles.....	40 cts.	32 cts.	24 cts.	20 cts.	16 cts.
Highest for more than 5 and less than 30 miles.....	12.50 "	9.50 "	7.50 "	6 "	5.50 "
Highest for more than 30 and less than 100 miles.....	6.50 "	5 "	4 "	3.20 "	2.80 "
Highest for the whole length of the road in Ohio.....	5 "	3.75 "	2.75 "	2 "	1.75 "
Lowest rate for through freight....	2 "	1.75 "	1.50 "	1.12 "	0.88 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ?

American and United States.

State on what terms as to rates, use of track, machinery, repair of cars, etc.

American, Buffalo and Cleveland, 16 tons per day, \$193.40 : excess ; through 62 cents, all way, 30 cents per 100 pounds.

United States, Cleveland and Chicago, 10 tons per day, \$312.50 ; way freight 60 cents per 100 pounds.

Name and post-office address of the principal agents of each, or its officers, in Ohio :

H. S. Julier, Superintendent American Express Company, Cleveland.

E. M. Matthews, " United States, " " "

What freight, transportation and other special lines run on your road ?

1. Red Line (co-operative), New York and New England to Chicago, via N. Y. Central.

2. White Line, " " " via Cleveland, to Southwest.

3. Great Western Dispatch and South Shore Line (co-operative), New York to Chicago, via Erie Railway and L. S. & M. S.

4. Merchants Dispatch (stock company), same route as Red and White Lines.
 5. Empire Line, " Philadelphia to Chicago, via Philadelphia and Erie Railway.

6. Globe Line (co-operative), via Baltimore and Ohio Railroad.

State terms as to rates, use of track, machinery, repair of cars, etc., with each.

Nos. 1, 2, 3 and 6. Each company contributes its quota of cars.

Nos. 4 and 5. Cars owned by the dispatch companies. They are paid mileage on their cars, and a commission on the business they bring to this company.

Name and post-office address of the principal agents of each line, or its officers, in Ohio :

Red Line : B. F. Smith, General Manager, Buffalo, N. Y.

White Line : Geo. Darling, " " " "

Great Western Dispatch : O. C. Parker, Acting General Manager, Cleveland.

Merchants Dispatch : O. B. Skinner, General Manager, Cleveland.

Empire Line : Geo. W. Ristine, Superintendent, "

Globe Line : Doan Blinn, General Manager, Toledo.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

New iron rail (weight 61½ lbs. per yard)	16.43 miles.
Re-rolled iron ..	104.39 "
Spliced and mended iron	97.63 "
Steel rail (weight 60 lbs. per yard)	81.17 "
Steel-capped rail, " 60 " "	8.63 "
Total	308.25 miles.
Steel and "capped" rail in use, entire line	300 "

MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

Locomotives.

Hauling passenger trains	2,865,870
" freight trains	7,684,900
" construction and other trains	1,270,456
Total	11,821,226

Cars.

We have not kept the mileage of our own cars.

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries, in Ohio, to passengers, employes and others, fatal and non-fatal: Keep only one general account—"Personal injuries"	\$20,270 88
For loss and damage of goods and baggage, entire line	69,924 93

ANIMALS KILLED IN OHIO.

7 Horses; amount of damages paid	\$545 00
62 Cattle; " " "	1,472 33
	<hr/>
	\$2,017 33

FUEL CONSUMED—ENTIRE LINE.

Wood, 89,000 cords; coal, 156,000 tons.

DOINGS IN TRANSPORTATION, ENTIRE LINE.

PASSENGERS.

Number carried of all classes.....	2,417,869
Average number carried in each car.....	40
Total mileage, or number carried one mile.....	168,614,673
Average number of miles traveled by each.....	69.73
Average amount received for each.....	\$1 80.58
Average amount per mile received for each.....	02.59

FREIGHT.

Tons carried—Through.....	501,081	
Local, not including supplies for company's use..	4,213,451	
		4,714,532
Average tons freight in each car loaded.....		10
Total movement, or tons carried one mile.....		976,256,070
Average amount received for each ton.....		\$2 90.09
Average amount per mile received for each.....		01.40

TONNAGE—CLASSIFIED.

	Tons.	Per cent.
Coal	352,306	6.9
Stone, lime, sand, etc.....	159,637	3.1
Petroleum	467,488	9.2
Ores	7,236	0.1
Pig and bloom iron.....	44,278	0.9
Railroad iron (iron and steel rails).....	41,108	0.8
Other iron and castings.....	91,563	1.8
Lumber and other forest products.....	485,350	9.5
Live stock.....	466,995	9.2
Grain.....	882,571	17.3
Other agricultural products.....	188,535	3.7
Flour	274,246	5.4
Provisions (beef, pork, lard, etc.).....	252,115	4.9
Manufactures, including agricultural implements.....	192,525	3.8
Merchandise	342,670	6.7
Miscellaneous	465,909	9.1
Supplies for company's use.....	390,233	7.6
Total	5,104,765	100

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation.....	\$4,366,359 07
From freight transportation—	
Through	\$3,494,728 27
Local*.....	10,219,978 40
	<u>13,714,706 67</u>

* Includes \$121,849.30 for Erie and Pittsburgh Road, freight, storage, elevating, etc.

From mail.....	\$229,933 16
“ express	325,094 63
“ all other sources of income, including rents, etc.....	353,431 76
Total earnings.....	<u>\$19,019,523 29</u>

OPERATING EXPENSES.

Maintenance of way and structures.....	\$4,290,674 80
Maintenance of cars.....	1,099,817 68
Motive power.....	756,635 35
Conducting transportation.....	6,955,107 74
Taxes—Ohio	\$217,564 73
New York, Pennsylvania, Michigan, Indiana and Illinois.....	239,017 55
Interest on floating debt (7 per cent. per annum)	175,599 02
Total general expenses.....	<u>632,181 30</u>
Total operating expenses, being 72.21 per cent. of earnings	<u>13,734,416 87</u>
Net earnings.....	<u>\$5,285,106 42</u>

AMOUNTS PER MILE (1,136 MILES.)

Earnings.....	\$16,742 54; proportion for Ohio (378½ miles)..	\$6,337,051 39
Operating expenses.....	12,090 16; “ “	4,576,125 56
Net earnings	4,652 38; “ “	1,760,925 83

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From subscriptions to stock, third and last instalments to new stock....	\$1,831,268 22
“ sale of bonds.....	3,076,440 00
“ increase of floating debt.....	313,061 30
Total	<u>\$5,220,769 52</u>

PAYMENTS.

Interest on bonds.....	\$1,980,304 89
Dividends, rate 10 per cent. on preferred stock, \$533,500.....	53,350 00
Dividends, rate 8 per cent. on common stock: (August 1, 1872 4 per cent. on \$34,466,500; February 1, 1873, 4 per cent. on \$49,441,000).....	3,356,300 00
Bonds of the company cancelled.....	268,000 00
Lease of Youngstown and Franklin Railroad, Pa., 40 per cent. of gross earnings.....	\$112,766 18
Erie and Kalamazoo R.R.....	30,000 00
Kalamazoo, Allegan and Grand Rapids R.R.....	<u>103,800 00</u>
	<u>\$246,566 18</u>

Construction of new work, double track, etc.....	3,608,590 30
Additional equipment	1,513,650 41
Additional real estate.....	261,390 50
Total	<u>\$11,288,152 28</u>

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock	\$50,000,000 00
Funded debt:	
Lake Shore and Michigan Southern.....	27,949,000 00
Detroit, Monroe and Toledo.....	924,900 00
White Pigeon and Kalamazoo.....	600,000 00
Bills payable.....	2,794,485 65
June bills and pay-rolls.....	1,478,685 88
Dividends payable August 1.....	2,004,315 00
Income account, or profit and loss.....	631,803 04
	<u>\$86,382,289 57</u>

ASSETS.

Railroads	\$65,331,002 84
Interest in Jamestown and Franklin Railroad.....	1,723,987 40
Equipment	12,920,910 76
Lake Shore and Michigan Southern Railroad stock.....	251,400 00
Detroit, Monroe and Toledo Railroad stock.....	413,600 00
Kalamazoo and White Pigeon Railroad stock.....	230,900 00
\$58,000 " " bonds	52,200 00
Supplies, fuel, etc	2,442,516 54
Uncollected earnings.....	1,197,682 58
Sunbury and Erie Railroad stock.....	500,000 00
\$102,954 Toledo and Wabash Railroad stock.....	77,416 11
Union Stock Yard stock.....	100,000 00
Empire Transportation Company stock.....	60,750 00
Buffalo, Corry and Pittsburgh Railroad, 1st mortgage bonds	100,000 00
" " " advances	55,398 11
Erie and Pittsburgh Railroad bonds.....	14,000 00
Grand Rapids, Newaygo and Lake Shore bonds.....	10,000 00
Cincinnati, Wabash and Michigan bonds.....	15,000 00
\$66,000 Leavenworth county bonds.....	49,500 00
Pacific Hotel, Chicago, stock.....	125,000 00
\$175,000 Pacific Hotel, Chicago, 1st mortgage bonds.....	173,112 50
\$196,000 " " 2d " "	117,600 00
\$6,000 Toledo and Wabash bonds.....	4,695 00
Michigan and Lake Shore bonds.....	6,000 00
Bills receivable.....	25,617 73
" Lockwood.....	322,000 00
Merchants' Dispatch stock.....	50,000 00
Great Western "	12,000 00
	<u>\$86,382,289 57</u>

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 2, 1872. Henry Fitzgerald, Vermillion: killed; run over while crossing the track; intoxicated. No inquest deemed necessary.

July 9, 1872. C. H. Eaton, brakeman, Monroeville: severely injured trying to block a car; want of caution.

July 11, 1872. Mrs. Knight, passenger, Elyria: injured, not seriously; tried to get on caboose car while it was moving; want of caution.

July 17, 1872. John Malone, brakeman, Cleveland: considerably bruised; brake-wheel came off; fell from top of car; cause beyond his own control.

July 24, 1872. Woman, name unknown, near Conneaut: killed; riding on stolen hand car, with one other woman and three men, all intoxicated; run over.

July 24, 1872. One woman, name unknown, of same party, badly injured.

July 27, 1872. Nicholas Schulendorf, at Cleveland: slightly injured crossing track.

July 28, 1872. V. Hart, brakeman, Kingsville, was found nearly dead on track. No one knows how the accident occurred.

July 30, 1872. Thomas Landin, brakeman, Cleveland: slightly injured; fell from top of freight train in the night; want of caution.

August 9, 1872. Geo. Brownsworth, passenger, Monroeville: killed; jumped from moving passenger train; he got on the wrong train: conductor found him on platform, and was in the act of ringing the bell when he jumped off; want of caution.

August 10, 1872. Wm. Carpenter, boy, at Lindsay: killed; several trains were at the station; his attention was attracted by a freight train, when wood train backed over him; brakeman tried in vain to give him warning.

August 10, 1872. Frederick Cash, passenger, near Graytown: arm broken; jumped from moving car; want of caution.

August 12, 1872. Jacob Walker, near Fremont: killed; a man of unsound mind; was standing on the track looking towards the train; made no effort to get off. Coroner's jury exonerated the company from all blame.

August 20, 1872. Wm. Blair, switchman, Toledo: injured; run over by a train backing up; his arm was amputated; want of caution.

August 20, 1872. James Canniff, laborer, Toledo yard: killed; run over by train backing down; want of caution. Coroner's jury attached no blame to the engine men.

August 22, 1872. — Smith, Ridgeville: injured; was crossing between freight cars; stepped on the link; injury not severe.

August 23, 1872. John Barhight, conductor, Lindsay: somewhat injured; while unloading machinery skid broke; cause beyond his control.

August 23, 1872. Clinton McManus, employe, Fremont: injured coupling cars; lost a thumb; want of caution.

August 30, 1872. Jas. Moran, laborer, at Elyria: killed; lying on the track intoxicated; was run over in the night.

September 2, 1872. Michael McCarty, brakeman, Fremont: injured; gravel train broke apart when he fell breaking his leg; cause beyond his own control.

September 5, 1872. John Devoe, Sandusky, of weak mind, found dead on track; supposed to have tried to get on cars. Coroner's jury exonerated company from all blame.

September 5, 1872. Jas. S. Davis, conductor, Toledo: severely injured; fell from top of train going from caboose to engine; want of caution.

September 9, 1872. Harmon Gaston, brakeman, Ceylon: seriously injured; tried to get on a moving train; had a basket and other things in his hand; want of caution.

September 28, 1872. Marcell Geiser, employe, Toledo: severely injured coupling cars; lost a finger; want of caution.

September 28, 1872. John Congdon, employe, Cleveland: injured severely; hand caught in turntable; want of caution.

October 2, 1872. Mary Druysdale, Olmstead Falls: injured severely crossing the track; engine had whistled and bell was ringing; she says she thought the engine would clear her.

October 2, 1872. Leander Darling, passenger, Cleveland: injured somewhat, not seriously; cause beyond his control; switchman of C. C. C. & I R'y left switch wrong, letting their engine on spur track, as ours was passing, their engine collided with one of our passenger cars, causing above injury.

October 8, 1872. Edward Thomas, brakeman, Cleveland, injured; fell from top of freight car, lost a toe; want of caution.

October 9, 1872. Jas. Lally, switchman, Toledo, killed; run over by train backing down the track; he was walking down ahead of it; want of caution.

October 10, 1872. Jno. Slattery, Elyria, tried to get on moving freight train in night; was thrown down and killed.

October 18, 1872. Jno. Rooney, Bellevue, while his train was waiting for another, ran across the track to a lager beer saloon, and returning was injured; not seriously.

October 21, 1872. Geo. Burnham, Huron, lying on track intoxicated, was run over and killed in the night. Verdict of coroner's jury "death by being run over by cars."

October 20, 1872. Old man, name unknown, passenger, near Holland, fell from train in an unknown manner and was killed; he had suffered from palsy; want of caution.

October 26, 1872. Adam Hine, brakeman, Millbury, hand injured coupling cars; want of caution.

October 28, 1872. — Marrell, section foreman, Elyria, killed; stepped over from one track to another to avoid a freight train, a second train going in opposite direction; ran over. There was quite a fog at the time.

October 28, 1872. J. Galion, brakeman, Elyria, hand injured coupling cars; want of caution.

October 28, 1872. Alonzo Camp, brakeman, Norwalk, killed; fell from a gravel train. No one saw him fall; want of caution.

November 2, 1872. Pat. Scanlan, brakeman, Cleveland, foot injured coupling cars; want of caution.

November 5, 1872. H. H. Clark, Cleveland, walking on the track, was injured; not seriously.

November 6, 1872. M. Cumsy, Ashtabula, injured walking on track; not seriously.

November 9, 1872. Thos. Gaskins, helper, Toledo, hand crushed coupling cars; want of caution.

November 12, 1872. Wm. Lewis, Cleveland, injured walking on track; not seriously; heard engine whistle and stepped on one side, but not far enough.

November 12, 1872. Pat. Hoben, laborer, Cleveland, killed; got off his train, stepped over on second track, not noticing an engine that was backing, was run over. Coroner decided there was no necessity for an inquest.

November 12, 1872. Starr Alvord, conductor, Rockport, hand injured coupling cars; want of caution.

November 20, 1872. Jno. Eopp, brakeman, Fremont, injured coupling cars; lost a finger; want of caution.

November 23, 1872. Wm. Cooper, brakeman, Cleveland, injured uncoupling cars thumb mashed; want of caution.

November 24. Jno. Pauley, employe, Air Line Junction, injured coupling cars; not seriously: want of caution.

November 28, 1872. Mrs R. Hawkins, passenger, North Amherst; foot injured getting off train; want of caution.

November 28, 1872 A. G. Shepard, brakeman, Toledo, injured; engine started back as he was getting down from car; hip dislocated; cause beyond his control.

December 4, 1872. Alonzo Shedd, employe, Cleveland, hand injured coupling cars; want of caution.

December 4, 1872. Christian Metor, Port Clinton, killed; crossing the track was run over; his age was about 73. The whistle alarm was given by engineer, but he appeared not to notice it. Coroner did not deem a verdict necessary.

December 5, 1872. Thos. Roach, brakeman, Toledo, injured; fell from top of train; ankle broken; want of caution.

December 10, 1872. David Hussy, brakeman, Cleveland, killed; brake-wheel came off, and fell from top of train, 9 o'clock P. M.; cause beyond his control. Verdict of coroner's jury: "He came to his death in consequence of the brake-wheel coming off."

December 10, 1872. R. A. Campbell, conductor, ———, injured slightly coupling cars; want of caution.

December 12, 1872. Wm. Murphy, brakeman, Toledo, fingers injured coupling cars; want of caution.

December 13, 1872. Leonard Bacon, Air Line Junction, killed; walking too near track, was run over.

December 19, 1872. C. Sigourney, brakeman, Rockport, injured coupling cars; finger hurt; want of caution.

December 21, 1872. Child of Mrs. W. H. Riley, Rockport, injured. Mrs. Riley was crossing the track with child, she slipped on the track, but escaped; child somewhat injured.

December 23, 1872 S. M. Shattuck, brakeman, Toledo, injured; fell from top of train; off duty three weeks; no bones broken; want of caution.

January 2, 1873. E. M. Gilbert, brakeman, Elyria, injured coupling cars; lost a thumb; want of caution.

January 2, 1873. Jno. Klitz, brakeman, Monroeville, injured coupling cars; lost a finger; want of caution.

January 6, 1873. H. Sturgis, engineer, Cleveland, injured; had charge of switch engine; freight cars jumped the track and collided with his engine standing on side-track; cause beyond his control.

January 8, 1873. H. McNelly, conductor, Toledo, injured coupling cars; lost thumb and finger; want of caution.

January 11, 1873 G. D. Emery, brakeman, Air Line Junction, injured coupling cars; two fingers crushed; want of caution.

January 15, 1873. Thomas McManus and George Hennesy, passengers, near Swanton; collision; both slightly injured. Cause of the collision was the neglect of the brakeman of the first section of a freight train that had been compelled to stop, to properly flag the following section. It is possible that the brakeman was under the influence of liquor.

January 15, 1873. Jno. Duffy, passenger, by same collision injured in head; and Wm. Matthews injured so badly that he died on the 24th.

January 16, 1873. Jas. Dalton, brakeman, Rockport, injured; oil caught fire; severely burned; cause beyond his control.

January 25, 1873. Wm. F. Shafter, brakeman, Toledo, hand injured coupling cars want of caution.

February 2, 1873. — McGuire, Clyde, injured; walking on the track was struck by engine, and had three ribs broken.

February 10, 1873. Thos. Burke, brakeman, Rockport, hand crushed coupling cars; want of caution.

February 12, 1873; Jno. Myers, helper, Toledo, right arm injured coupling cars; want of caution.

February 12, 1873. Mrs. Mary Lyman, Norwalk, killed; whilst crossing the track was struck. The coroner's jury decided that the engineer and fireman made use of all proper signals and possible means to stop the train, and exonerate the company from all blame.

February 15, 1873. Henry Shepard, brakeman, Cleveland, injured coupling cars; had his arm caught and crushed; cars stopped before coupling was made, and when brakes were let off they came together; want of caution.

February 24, 1873. Wm. Bradley, brakeman, Elyria, severely injured coupling cars; want of caution.

March 15, 1873. J. Mattimore, employe, Toledo, injured unloading bell; it fell on his toe; cause beyond control.

March 16, 1873. D. H. Rodgers, conductor, Saybrook, injured coupling cars; had arm broken and side hurt; he supposed some one gave engineer signal to back without his orders; cause beyond control.

March 17, 1873. — Ruggs, passenger, near Oberlin, slightly injured; fell from car; wrist sprained; want of caution.

March 26, 1873. Henry White, brakeman, Elyria, was so badly injured by falling from coal car that he died two days after; he was setting a brake, when the rod broke; cause beyond control.

March 31, 1873. M. Harrington, brakeman, Toledo, injured coupling car; caught finger; want of caution.

April 2, 1873. John Woods, conductor, Cleveland, injured coupling cars; lost a finger; want of caution.

April 3, 1873. George Allen, conductor, Cleveland, killed; fell from top of car upon a sudden movement of train; he ordered the engineer to "give them a kick," and lost his balance; want of caution; coroner's jury exonerated the company from blame.

April 5, 1873. John Robb, brakeman, injured whilst coupling; lost his arm; it was caught between the dead-woods; want of caution.

April 9, 1873. R. Shepard, conductor, Cleveland, injured uncoupling cars; foot caught; want of caution.

April 12, 1873. H. Wood, near Clyde, found dead in a culvert that had two feet of water in it; he was intoxicated the night before; coroner's jury found that he came to his death by falling into the culvert and being drowned.

April 21, 1873. Thomas King, brakeman, Cleveland, injured; caught foot between end of car and bunting post; want of caution.

April 29, 1873. William Thilson, laborer on track, Sandusky, killed; was walking on track and run over; was quite deaf.

May 6, 1873. H. O. Rice, brakeman, Ashtabula, killed ; foot caught in guard-rail as he was coming out from between cars, and he was run over ; want of caution ; coroner's verdict exonerated company.

May 8, 1873. William Nye, Cleveland, killed ; got on ladder of freight car, which was thrown from track.

May 8, 1873. Unknown woman, in Sandusky, found dead on track.

May 8, 1873. John Amour, target-tender near Cleveland, slightly injured ; fell from target ; want of caution.

May 25, 1873. James Wade, Monroeville, found dead on track ; no inquest deemed necessary.

May 27, 1873. Philip Sad, near Cleveland, killed ; lying on track in night, and was run over.

May 31, 1873. N. C. Bitman, brakeman, Air Line Junction, killed uncoupling cars ; fell and was run over ; want of caution.

June 2, 1873. Peter Murray, helper, Cleveland, injured ; lost a finger between boiler head and cast-iron form ; want of caution.

June 6, 1873. Alonzo Shield, brakeman, Oberlin, killed ; fell from top of car ; want of caution.

June 7, 1873. Karl Pett, laborer on gravel train, Sandusky, was killed in a collision between freight and gravel trains, caused by disobedience of orders by conductor and engineer ; cause beyond his control.

June 7, 1873. Henry Steckman and Joseph Fleadman, laborers on freight train, bruised by same accident.

June 7, 1873. Adam Selner and John Conolly, laborers on freight train, seriously bruised by same accident.

June 7, 1873. John Evans, brakeman, injured in side by same accident.

June 11, 1873. C. McCowan, brakeman, Madison, killed ; fell between cars ; want of caution.

June 11, 1873. Michael Kuln, yard master, Cleveland, hand injured coupling cars ; want of caution.

June 13, 1873. W. E. Street, brakeman, Oak Harbor, injured, fell from cars and sprained ankle ; want of caution.

June 14, 1873. Pat Fenlow, killed ; jumped from Ashtabula, Youngstown and Pittsburgh train, ahead of our engine.

June 20, 1873. R. C. Mitchell, Willoughby, walking on end of ties, run over ; died on the 24th ; all possible signals made.

June 30, 1873. A. R. Wentworth, Huron, found dead on track ; intoxicated night before.

RECAPITULATION.

Killed—Passengers, causes beyond their control.....	1	
“ from want of caution.....	2	3
Employes, cause beyond their own control.....	3	
“ from want of caution.....	8	11
Others.....		22
Total.....		36

Injured—Passengers, causes beyond their control.....	4	
“ from want of caution	4	8
Employes, cause beyond their control.....	14	
“ from want of caution	41	55
Others	10	
Total	73	

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

C. Vanderbilt,	} Executive Committee	New York City.
Wm. H. Vanderbilt,		
Augustus Schell,		
James H. Banker,		
Azariah Boody.....		New York City.
William Williams.....		Buffalo, New York.
Henry B. Payne		Cleveland, Ohio
A. Stone, Jr.....		“ “
Stillman Witt.....		“ “
William L. Scott.....		Erie, Pennsylvania.
Charles M. Reed.....		“ “
John A. Tracy.....		“ “
Albert Keep.....		Chicago, Illinois.
Cornelius Vanderbilt, President.....		New York City.
Augustus Schell, Vice President.....		“ “
A. Stone, Jr., Managing Director.....		Cleveland, Ohio.
C. P. Leland, Auditor		“ “
James H. Banker, Treasurer.....		New York City.
G. B. Ely, Secretary and Assistant Treasurer		Cleveland, Ohio.
Charles Paine, General Superintendent.....		“ “
John Kirby, Master Car-builder.....		“ “
James Sedgely, Master Mechanic.....		“ “
Charles Collins, Engineer.....		“ “
J. W. Cary, General Ticket Agent.....		“ “
Addison Hills, General Freight Agent.....		“ “
A. C. Armstrong, Purchasing Agent.....		“ “

State of Ohio, County of Cuyahoga, ss :

Amasa Stone, Jr, Managing Director of the Lake Shore and Michigan Southern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed.]

AMASA STONE, JR., *Managing Director.*

Subscribed and sworn to before me this 18th day of September, A. D. 1873,

[SEAL.]

N. BARTLETT, *Notary Public*

LAKE SHORE AND TUSCARAWAS VALLEY RAILWAY COMPANY.

The Elyria and Black River Railway—eight miles in length, extending from Elyria, Ohio, north to Black river harbor, on Lake Erie—was purchased by this company October 31, 1872; the mortgage bonds of said Elyria and Black River Railway Company, amounting to \$180,000.00, assumed by this company, and the capital stock of the Elyria and Black River Railway Company, amounting to \$200,000.00, to be exchanged for the capital stock of this company in full payment thereof.

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Black River, via Elyria, to Uhrichsville.....	100.37 miles.
Aggregate of sidings and other tracks	12 "
Total length of rail.....	112.37 "

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1873, inclusive:

For right of way	\$207,249 63
" civil engineering	30,126 97
" grading, masonry, bridges, stations, etc., not classified, included in general construction account with contractor.....	3,339,150 49
" fencing	37,051 98
" ballasting	3,772 75
" locomotives and fixtures.....	101,540 21
" freight and other cars.....	121,733 62
" interest and discount, including premium on gold.....	36,463 58
" contingent expenses	60,220 41
" interest on first mortgage bonds.....	140,000 00
" interest on Elyria and Black River Railway bonds	12,600 00
" station and office furniture.....	362 42
" docks at Black river harbor.....	1,150 63
" purchase of Elyria and Black River Railway	380,000 00
Total	<u>\$4,471,431 69</u>
Amount per mile (100.37 miles).....	\$44,549 48

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,000,000 00
Amount subscribed	\$2,000,000 00
Amount paid in—Common issued.....	1,920,850 00
" Partial payments, subscriptions canceled and repudiated, worthless	61,065 00
Total amount paid in.....	<u>\$1,981,915</u>

Increase since June 30, 1872.....	\$1,236,977 31
Amount of stock paid in per mile (100.37 miles).....	19,746 09
Stockholders, residents of Ohio, 1,004.	
Amount of stock held and owned by them June 30,.....	1,227,915 00

DEBT.

First mortgage 7 per cent. bonds, due October 1, 1901.....	2,000,000 00	
1,000,000 second mortgage 7 per cent. bonds—disposed of . .	120,000 00	
Elyria and Black River Railway mortgage 7 per cent. bonds, due May 1, 1892.....	180,000 00	
Amount of funded debt.....		2,300,000 00
Increase since June 30, 1872.....	300,000 00	
Amount of floating debt not secured by mortgage.....		178,764 60
Increase since June 30, 1872	103,604 04	
Total amount of funded and floating debt.....	2,478,764 60	
Increase since June 30, 1872	403,604 04	
Amount of debt per mile (100.37 miles).....	24,696 27	
Total amount of paid in stock and debt,....		4,460,679 60
Total amount per mile (100.37 miles).....	44,442 36	

COST OF ROAD, EQUIPMENT, Etc.

Right of way	\$207,249 63	
Construction	3,791,024 24	
Equipment	223,273 83	
Other items of cost not included above.....	249,283 99	
Cost per mile (100.37 miles).....	44,549 48	\$4,471,431 69

CHARACTERISTICS, Etc.

LINE LAID WITH RAIL.

Main track.....	100.37 miles.
Aggregate of sidings and other tracks	12 “
Total length of rail embraced in preceding heads.....	112.37 “

Weight of rail per yard on main track, 56 lbs. ; gauge of road, 4 ft. 9½ in.

Length of road ballasted : Partially in places along the entire line.

Material used : Gravel and broken stone.

RAILROADS CROSSED AT GRADE.

Lake Shore and Michigan Southern Railway, Elyria.
 Cleveland, Columbus, Cincinnati and Indianapolis Railway, Grafton.
 Atlantic and Great Western Railroad, Russell.
 Cleveland, Mt. Vernon and Delaware Railroad, Warwick.
 Pittsburgh, Ft. Wayne and Chicago Railway, Massillon.
 Pittsburgh, Cincinnati and St. Louis Railway, Uhrichsville.
 Do all trains on your road stop at these crossings ? Yes.
 Are flagmen stationed at each ? Yes.
 Number of highways crossed at grade, 90.

BRIDGES, TRESTLES, ETC.

Bridges.

9 wood. Location, etc., as follows :

		Length.
Elyria.....	Howe Truss	160 feet.
Hart's.....	"	170 "
Silver Creek.....	"	100 "
Dover Canal.....	"	100 "
"	"	100 "
"	"	320 "
Stillwater.....	"	160 "
"	Truss	45 "
"	"	45 "
Total		1,200 "

Trestles.

35; aggregate length, 3,999 feet.

Stations, etc.

Passenger and freight combined, 13.

Fencing.

Length built within the year ending June 30, about 152 miles; cost per rod, about \$1.50.

Additional necessary to inclose road on both sides: Nearly all fenced.

Reasons why not completed: Being completed as fast as possible.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives.....	9	*64,000 lbs.	*\$11,239 91
Freight cars—gondolas.....	200	.....	600 00

(Passenger coaches have been borrowed from the Cleveland, Columbus, Cincinnati and Indianapolis, and the Lake Shore and Michigan Southern Railway Companies, for the limited passenger business done in connection with construction and freight trains, to August 18, 1873, when the road was equipped with eight new coaches, with all the modern improvements, including Westinghouse air brake and the Miller coupling and platform.)

Total number of persons employed in operating the road, 363.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

Highest fare for the shortest distance carried (1.50 miles).....	6.67 cents.
Highest for more than 8 and less than 30 miles.....	3.50 "
Highest for more than 30 and less than 100 miles.....	3.50 "
Highest for the whole length of the main road.....	3.50 "
Lowest fare for through passengers	3 "

No addition to ticket rates if fare is paid on trains.

* Including tenders.

FREIGHT.

Rate charged per ton per mile for the various classes :

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried (1.50 miles)	66.67 cts.	53.33 cts.	40 cts.	40 cts.	26.67 cts.
Highest for more than 5 and less than 30 miles (9 miles)	24.44 "	20 "	17.77 "	13.33 "	11.11 "
Highest for more than 30 and less than 100 miles (31 miles)	11.87 "	9.63 "	7.69 "	5.75 "	4.78 "
Highest for the whole length of the main line.....	5.80 "	4.60 "	3.80 "	3 "	2.50 "
Lowest rate for through freight.....	5.75 "	4.50 "	3.50 "	2.75 "	1.75 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ? American Express.

State on what terms as to rates, use of track, machinery, repair of cars, etc : Pay once and a half first-class rates.

Name and postoffice address of the principal agent or officer in Ohio : H. S. Julier, Cleveland.

No contract made with any freight, transportation or other special lines.

DOINGS FOR THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail (weight 56 lbs. per yard)..... 75.37 miles

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes.....	60,863
Total mileage, or number carried one mile	865,280
Average number of miles traveled by each.....	14.21
" amount received for each.....	\$0 49.52
" amount per mile received for each	03.48

Freight.

Tons carried	111,409
Total movement, or tons carried one mile : Mileage not kept.	
*Average amount received for each ton.....	\$0 87.64
Average amount per mile received for each : Mileage not kept.	

TONNAGE CLASSIFIED.

	TONS.	PER CENT.
Coal.....	77,044	69.1
Miscellaneous	34,365	30.9
Total.....	111,409	100

The business of last year having been mostly construction work, no classification of the freight was kept, except coal.

The track was not in condition to run trains the entire length of the road until August 18, 1873.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$30,140 89
“ freight transportation	97,645 32
“ express	871 44
“ all other sources of income, including rents, etc	11 29
Total earnings	<u>\$128,668 94</u>

OPERATING EXPENSES.

Maintenance of way and structures ...	}	\$121,658 23
Maintenance of cars		
Motive power		
Conducting transportation		
Total operating expenses being 94.45 per cent. of earnings		121,658 23
Net earnings		<u>\$7,010 71</u>

AMOUNTS PER MILE (AVERAGE OPERATED 60 MILES.)

Earnings	\$2,144 48
Operating expenses	2,027 63
Net earnings	116 85

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From subscriptions to and increase of capital stock	\$1,236,977 31
“ issue of 2d mortgage bonds	120,000 00
“ increase of floating debt	103,604 00
Total	<u>\$1,460,581 35</u>

PAYMENTS.

Interest on first mortgage bonds	\$140,000 00
“ Elyria and Black River Railway bonds	12,600 00
“ discount on bonds and premiums on gold	36,463 58
Purchase of Elyria and Black River Railway	380,000 00
Docks at Black River harbor	1,159 63
Right of way	69,107 11
Civil engineering	9,600 57
Construction, including ballasting	790,753 71
Additional equipment	135,754 83
Fencing	25,427 16
Contingent and legal expenses, etc	42,914 39
Total	<u>\$1,643,780 93</u>

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock	\$1,981,915 00	
1st mortgage bonds	2,000,000 00	
2d " "	120,000 00	
Elyria and Black River Railway bonds.....	180,000 00	
Accounts and bills payable.....	231,889 73	
Surplus	10,752 09	
		\$4,524,556 82

ASSETS.

Right of way	\$207,249 63	
Construction, track, sidings, etc	4,040,908 23	
Equipment.....	223,273 83	
Accounts, bills receivable, and cash on hand.....	53,125 13	
		\$4,524,556 82

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
W. S. Streator	Cleveland, Ohio.
J. F. Card	" "
James Mason	" "
H. M. Clafin	" "
H. L. Chamberlin	" "
R. B. Dennis	" "
E. G. Loomis	Wadsworth, "
Clement Russell.....	Massillon, "
Edward Bayliss.....	" "
S. Harmount.....	New Philadelphia, Ohio
Thomas Moore	" "
W. S. Streator, President.....	Cleveland, Ohio.
W. H. Grout, Secretary, Auditor, Cashier, General Freight Agent, and Purchasing Agent.....	" "
W. W. Card, Superintendent, Engineer, etc.....	" "
C. Fellows, Master Mechanic.....	Black River.
W. L. Holden, General Ticket Agent	Cleveland, "

State of Ohio, County of Hamilton, ss. :

Wm. H. Grout, Secretary, etc., of the Lake Shore and Tuscarawas Valley Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed]

WM. H. GROUT, *Secretary.*

Subscribed and sworn to before me, this 30th day of September, A. D. 1873.

[Seal]

JOHN I. NESBIT, *Notary Public.*

LITTLE MIAMI RAILROAD COMPANY.

[LEASED AND OPERATED BY THE P. C. & ST. L. RAILWAY CO.]

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Cincinnati via Xenia to Springfield	84 miles.
“ Xenia via Dayton to State Line.....	54 “
“ State Line (under lease) to Richmond, Indiana	3 “
Total	141 “
Double main track.....	26 “
Aggregate of sidings, etc , not enumerated.....	19 “
Total length of rail.....	186 “

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$5,000,000 00
Amount paid in—common	4,608,250 00
Increase since June 30, 1872	\$500,000 00
Amount of stock paid in per mile (100 miles).....	46,082 50
(Length of D. and W. omitted, its stock being sunk).	
Stockholders residents of Ohio, 513.	
Amount of stock held and owned by them June 30.....	\$2,866,200 00
The company has no transfer office out of the State.	

DEBT.

First mortgage six per cent. bonds, due May, 1883	\$1,490,000 00
Cincinnati loan six per cent. bonds, due December, 1880.....	100,000 00
D. and W. first mortgage seven per cent bonds, due March, 1881	157,000 00
“ guaranteed six per cent. bonds, due January, 1905..	463,000 00
“ “ seven per cent. bonds, due January, 1905	32,000 00
Amount of funded debt (corrected from last year's report)	\$2,242,000 00
Decrease since June 30, 1872.....	\$12,000 00
Amount of floating debt not secured by mortgage: none.	
Amount of debt per mile (138 miles).....	16,246 38
Total amount of paid in stock and debt.....	6,850,250 00
Average amount per mile (138 miles).....	49,639 49

COST OF ROAD, ETC.

Construction account, including right of way, depots, etc.....	\$4,546,315 17
Equipment	980,333 25
Interest in Dayton and Xenia Branch, etc	412,825 12
Total	\$5,939,473 54
Cost per mile (138 miles)	\$43,330 89
(Includes \$643,969.54 appraised interest of Columbus and Xenia Railroad Company in Branches).	
Value of real estate owned by company, exclusive of roadway, \$954,923 48	

RECEIPTS, EXPENDITURES, ETC., FOR YEAR ENDING JUNE 30.

RECEIPTS.

From subscription to capital stock	\$590,000 00
“ Lessee for rent of road and leased lines.....	\$525,500 00
“ “ “ interest on bonds, etc., of leased lines	159,127 24
“ “ “ expense of organization	5,000 00
“ “ “ sinking fund of D. and W. bonds.....	18,135 00
	<hr/>
“ All other sources of income for the year	2,642 67
	<hr/>
Total	\$1,210,404 91

EXPENDITURES.

For interest on bonds L. M., \$87,945.50 ; D. and W., \$38,361.49 ; C. and X., \$22,424.50	\$148,731 49
“ dividends, rate 8 per cent. on capital stock.....	365,736 00
“ D. and W. bonds, cancelled (sinking fund of those bonds).....	26,564 18
“ Applied to L. M. sinking fund.....	4,860 00
“ expense of organization	9,976 49
“ additional real estate.....	500,000 00
“ lease of Columbus and Xenia Railroad.....	\$142,896 00
“ rental of Richmond and Miami Railway.....	55,500 00
	<hr/>
	148,396 00
	<hr/>
Total	\$1,204,264 17

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock.....	\$1,608,250 00
First mortgage bonds.....	1,490,000 00
Loan city of Cincinnati	100,000 00
First mortgage D. and W. bonds	157,000 00
Guaranteed “ “	495,000 00
Dividends unclaimed	12,455 00
Interest on bonds.....	20,210 32
Dayton and Western sinking fund.....	7,723 88
Surplus account	21,081 34
	<hr/>
	\$6,911,720 54

ASSETS.

Lease P. C. and St. L. R'y Co	\$6,850,250 00
Sinking fund (21 bonds of \$1,000 each L. M. RR. Co) cost	16,560 00
Expense account	1,448 68
Cash on hand	43,461 86
	<hr/>
	\$6,911,720 54

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS
Charles P. Cassilly	Cincinnati, Ohio.
W. H. Clement.....	Morrow, “
Edmund Dexter.....	Cincinnati, “
Henry Hanna	“ “
L. B. Harrison	“ “

H. J. Jewett	Columbus.	"
Richard Lewis	Cincinnati,	"
Henry E. Spencer	"	"
Joseph T. Rogers	"	"
Abram Hivling	Xenia,	"
Joseph R. Swan	Columbus,	"
(One vacancy).		
H. J. Jewett, President	Columbus, Ohio.	
C. P. Cassilly, Secretary	Cincinnati,	"
S. E. Wright, Treasurer, <i>pro tem</i>	"	"

State of Ohio, County of Franklin, ss :

H. J. Jewett, President of the Little Miami Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D., 1873, according to the best of his knowledge and belief.

(Signed)

H. J. JEWETT, *President*.

Subscribed and sworn to before me, this 4th day of September, A D., 1873.

[SEAL.]

【GEORGE DRIGGS, *Notary Public*.

MAHONING COAL RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

Leased to the Lake Shore and Michigan Southern Railway Company for the term of twenty-five (25) years from May 1, 1873, at an annual rental of forty (40) per cent. of the gross earnings.

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

Andover, via Kinsman to Youngstown,..... 38 miles.

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1873, inclusive :

For grading and masonry.....	\$968,998 52
“ bridges	14,979 74
“ superstructures	159,312 56
“ iron rails, chairs and spikes.....	314,271 75
“ timber and ties.....	169,220 30
“ right of way	276,459 85
“ fencing	63,133 06
“ civil engineering.....	51,228 38
“ passenger and freight stations and engine and car houses.....	21,434 52
“ other buildings and fixtures, water stations.....	1,986 94
“ interest and discount.....	149,541 05
“ contingent expenses.....	6,231 46
“ fuel	3,044 66
Total	<u>\$2,199,842 79</u>
Amount per mile (38 miles).....	57,890 60

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,500,000 00
Amount subscribed.....	\$1,500,000 00
Amount paid in.....	1,075,000 0
Amount paid in per mile (38 miles)	\$28,289 47
Stockholders, residents of Ohio, 5.	
Amount of stock held and owned by them June 30,	365,600 00

DEBT.

First mortgage 7 per cent. bonds (due January, 1902)	\$1,075,000 00
Amount of floating debt not secured by mortgage	\$98,179 30
Total amount of funded and floating debt.....	1,173,179 30
Amount of debt per mile (38 miles)	<u>\$30,873 14</u>
Total amount of paid in stock and debt.....	<u>\$2,248,179 30</u>
Total amount per mile (38 miles).....	\$59,162 61

GENERAL BALANCE SHEET JULY 1, 1873.

LIABILITIES.		
Stock	\$1,075,000	00
Bonds	1,075,000	00
Floating debt	93,179	30
		<hr/> \$2,248,179 30
ASSETS.		
Right of way	\$276,549	85
Construction	1,923,382	94
Bills receivable and cash in hands of agent	48,336	31
		<hr/> \$2,248,179 30

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Augustus Schell	New York City.
Amasa Stone, Jr.	Cleveland, Ohio.
H. B. Payne	" "
W. C. Andrews	" "
C. H. Andrews	Youngstown, Ohio.
R. H. Brown	" "
Augustus Schell, President and Treasurer	New York City.
L. C. Higgins, Secretary ..	Cleveland, Ohio.

State of Ohio, County of Cuyahoga, ss :

L. C. Higgins, Secretary of the Mahoning Coal Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed.]

L. C. HIGGINS, *Secretary.*

Subscribed and sworn to, before me, this 29th day of August, A. D. 1873.

[Seal.]

NICHOLAS BARTLETT, *Notary Public.*

MANSFIELD, COLDWATER AND LAKE MICHIGAN RAILROAD COMPANY.

Contract dated July 20th, A.D. 1871, with Pennsylvania Company; which company agrees to iron and build all depots, machine shops, and everything necessary to a first-class road, after the road-bed is graded, bridged and tied, and right of way obtained by the Mansfield, Coldwater and Lake Michigan Company; the Pennsylvania Company to receive \$4,460,000 of 7 per cent. gold 1st mortgage bonds, and \$5,000 of common stock, in excess of all stock issued to all other parties: the subscription stock to be preferred, and to receive dividend equal to 7 per cent. after expenses and interest on bonds are paid, and prior to any dividends on common stock; Pennsylvania Company to equip, but to take cost of same out of earnings, etc., etc.

LENGTH OF ENTIRE LINE FINISHED—GIVING TERMINAL POINTS.

From 7 miles west of Mansfield to Tiffin..... 37 miles.

LENGTH OF PROPOSED LINE —GIVING TERMINAL POINTS.

From Mansfield, Ohio, via Tiffin, Ohio, to Allegan, Michigan..... 223 miles.

Length graded, and on what portion of line?

121 miles; about all done in Ohio, excepting about two miles at Napoleon, and finishing or dressing up some along the line from Napoleon to State Line.

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30th, 1873, inclusive, in Ohio:

For grading, masonry, bridges, timber and ties.....	\$381,260 82
“ right of way.....	76,157 74
“ fencing.....	1,000 00
“ civil engineering.....	26,740 37
“ interest and discount.....	10,879 75
“ contingent expenses.....	36,830 47

Total	\$532,869 15
-------------	--------------

Amount per mile (123 miles) in Ohio.....	4,332 27
--	----------

The construction contract was at the rate of \$6,500 per mile in Ohio, \$4,500 cash and \$2,000 in stock (preferred). The contractors failed to perform contract, and have brought suit against the company for damages, amounting to, as they allege, \$441,000, while the company claims \$50,000 damages against the contractors.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$5,000,000 00
Amount subscribed in Ohio only.....	\$590,928 30
Amount paid in (preferred) in Ohio.....	474,693 86
Increase since June 30, 1872.....	\$128,983 25
Amount of stock paid in per mile (123 miles) in Ohio	3,858 89
Stockholders residents of Ohio, 2,150.	
Amount of stock held and owned by them June 30,	449,400 00
Office or agency for transfer of stock out of this State :	
Coldwater, Michigan.	
Cannot state number of shares transferred within the year ending June 30 at said transfer office.	

DEBT.

1st mortgage 7 per cent bonds, due October, 1911, applicable to whole line.	\$4,460,000 00
Total amount of paid in stock and debt.....	\$4,934,643 86

RECEIPTS FOR YEAR ENDING JUNE 30.

From subscriptions to capital stock.....	\$128,983 25
" sale of bonds belonging to Ohio Division : The bonds were all delivered to trustees. This company has no knowledge whether sold or not.	

GENERAL BALANCE SHEET, JULY 1, 1873.

This sheet cannot be filled out, as the Mansfield, Coldwater and Lake Michigan Railroad Company undertook to build the B. and O. T. and M. Railroad, also the Toledo and Woodville Railroad; and, although the receipts were kept separate, the three lines of railroad were let together as one contract, at \$6,500 (\$4,500 cash and \$2,000 stock) per mile; consequently, the balance sheet would show receipts and expenses of not only the M. C. and L. M. Railroad, but the B. and O. T. and M. and T. and W. Railroads also, as follows :

LIABILITIES.

Received from subscription to stock, M., C. and L. M. Railroad in Ohio.....	\$474,643 86
From B. and O. T. and M. Railroad.....	80,419 13
Toledo city bonds.....	206,948 77
First National Bank, Mansfield.....	103 42
J. H. Cook.....	1,240 15
H. H. Sturges.....	1,759 50
Bills payable.....	50,460 27
	<hr/>
	\$815,575 10

ASSETS.

Amount paid Toledo and Woodville Railroad Trustees for right of way, water front, depot grounds, expenses, etc....	\$106,948 77
Interest and exchange.....	10,879 75
Incidental expenses.....	36,830 47
Engineer "	26,740 37

Right of way.....	\$76,157 74	
Swan, Rose & Co., contractors.....	514,396 55	
Bills receivable from subscriptions.....	5,113 71	
Pennsylvania Company for fencing, etc.....	3,708 80	
Land on subscription.....	21,280 75	
Michigan Division, share of expenses of engineering bonds..	1,369 37	
Extra construction account.....	451 77	
Land for shops (conditional).....	10,000 00	
Profit and loss.....	31 50	
Balance on hand.....	1,665 55	
		<u>\$315,575 55</u>

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
H. J. Jewett.....	Columbus, Ohio.
Willard S. Hickox.....	Mansfield, “
Hubbard Colby.....	“ “
James H. Cook.....	“ “
Henry H. Sturges.....	“ “
R. F. Smith.....	Cleveland, “
Wager Swayne.....	Toledo, “
Henry C. Lewis.....	Coldwater, Michigan.
F. V. Smith.....	“ “
V. P. Collier.....	Battle Creek, “
Joseph Fisk.....	Allegan, “
D. D. Hughes.....	Grand Rapids, “
F. A. Gorham.....	“ “
<hr/>	
Willard S. Hickox, President.....	Mansfield, Ohio.
Henry C. Lewis, Vice President.....	Coldwater, Michigan.
Henry C. Hedges, Secretary.....	Mansfield, Ohio.
Justin Sawyer, Assistant Secretary.....	Coldwater, Michigan.
D. B. Dennis, Treasurer.....	“ “
Henry L. Sturges, Assistant Treasurer.....	Mansfield, Ohio.

State of Ohio, County of Richland, ss :

Willard S. Hickox, President of the Mansfield, Coldwater and Lake Michigan Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed.]

WILLARD S. HICKOX, *President.*

Subscribed and sworn to, before me, this 15th day of November, A. D. 1873.

[SEAL.]

S. E. FINK, *Notary Public.*

REPORT OF PENNSYLVANIA COMPANY, LESSEE.

The road is operated by the Pennsylvania Company, under a contract which provides that they shall pay the expenses of operation and maintenance of the road out of the gross earnings, and pay the remainder to the Mansfield, Coldwater and Lake Michigan Railroad Company. Contract dated October 2d, 1871.

COST OF ROAD, EQUIPMENT, ETC.

Right of way.....	\$76,157 74	
Construction.....	1,365,600 94	
Equipment.....	1,623 67	
Total.....		\$1,443,352 35
Cost per mile (223 miles).....	\$6,472 56	
Proportion for Ohio (123 miles).....	796,124 88	

CHARACTERISTICS, ETC.

LINE IN OHIO LAID WITH RAIL.

Main track, 44 miles. No other sidings.

Weight of rail per yard on main track, 52 pounds.

Gauge of road, 4 feet 9½ inches.

Length of road in Ohio ballasted, 44 miles with gravel.

RAILROADS CROSSED IN OHIO AT GRADE.

Cincinnati, Sandusky and Cleveland Railroad, at Tiffin.

Cleveland, Columbus, Cincinnati and Indianapolis Railway, at C. C. C. and I. Railway crossing.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade in Ohio, 34.

BRIDGES, TRESTLES, ETC., IN OHIO.

Bridges.

Wood 2; aggregate length, 358 feet. Greatest age, 2 years.

Trestles.

24; aggregate length, 1,541 feet; greatest age, 2 years.

Stations, etc.

Freight, 1; passenger and freight combined, 3; total—4; water, 2.

Fencing.

Length of fence necessary to inclose road on both sides, 88 miles.

Reasons why not completed: want of time.

EQUIPMENT.

None. Furnished by Pennsylvania Company, lessee.

No particular equipment allotted to this line.

Brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars: board.

HEATING AND LIGHTING OF CARS.

Method of heating: Dripp's patent safety stove and Baker's hot-air heater.

Means of lighting same: candles and lard-oil.

Total number of persons employed in operating the road, all Ohio, about 400.

SPEED OF TRAINS, PER HOUR.

Highest rate allowed express passenger trains	25 miles.
Average rate of same, including stops	20 "
Highest rate allowed mail and accommodation trains	20 "
Average rate of same, including stops	18 "
Highest rate allowed freight trains	15 "
Average rate of same, including stops	12 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

Highest fare for the shortest distance carried	4 cents.
Highest for more than 8 and less than 30 miles	3½ "
Highest for more than 30 and less than 100 miles	3 "
Lowest fare for through passengers	2 "

There is no addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes:

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried..	29 cts.	23 cts.	20 cts.	17 cts.	14 cts.
Highest for more than 5 and less than 30 miles	12 "	10 "	9 "	7 "	5 "
Highest for more than 30 and less than 100 miles	7 "	6 "	5 "	5 "	3½ "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Union Express.

State on what terms as to rates, use of track, machinery, repair of cars, etc. \$25,000 per annum.

No freight, transportation or other special lines run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

New iron rail (weight, 52 lbs. per yard)	44 miles
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MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

<i>Locomotives.</i>		
Hauling passenger trains	\$6,777	
" freight trains	6,371	
" construction and other trains	9,932	
		\$23,080
<i>Cars.</i>		
Passenger cars	\$7,064	
Express and baggage cars	4,200	
Freight cars	37,067	
Caboose cars	4,200	
		\$52,531

FUEL CONSUMED.

Wood, 108 cords; coal, 207 tons.

DOINGS IN TRANSPORTATION—ENTIRE LINE.

PASSENGERS.

Number carried of all classes.....	4,136
Average number carried in each car per trip	18
Total mileage, or number carried one mile.....	87,305
Average number of miles traveled by each	21.10
“ amount received for each	\$0 84.70
“ amount per mile received for each	04.

FREIGHT.

Tons carried	3,014
Average tons freight in each car per trip	3
Total movement, or tons carried one mile	115,076
Average amount received for each ton	\$1 05.30
Average amount per mile received for each	02.75

TONNAGE CLASSIFIED.

	Tons.
Coal	810
Railroad iron (iron and steel rails)	250
Lumber and other forest products	574
Live-stock	64
Flour	219
Provisions (beef, pork, lard, etc).....	53
Manufactures, including agricultural implements.....	636
Merchandise	368
Miscellaneous	40
	<hr/> 3,014

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$3,505 15
“ freight transportation	3,173 69
“ express	2,033 34
“ all other sources of income, including rents etc	41 36
Total earnings	<hr/> \$8,803 54

OPERATING EXPENSES.

Maintenance of way and structures	\$319 30
Motive power	2,611 01
Conducting transportation	4,839 55
General expenses	452 96
Total operating expenses, being 93.40 per cent. of earnings....	<hr/> \$8,222 82
Net earnings	<hr/> \$580 72

AMOUNTS PER MILE (44 MILES.)

Earnings (all in Ohio)	\$200 08
Operating expenses	136 88
Net earnings	\$13 20

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Construction of new work	1,441,758 68
Additional equipment	1,623 67
Total	<hr/> \$1,443,382 35

MARIETTA AND CINCINNATI RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LENGTH OF ENTIRE LINE OPERATED, GIVING TERMINAL POINTS.

From Parkersburg, W. Va., via Scott's Landing, to Cincinnati	201.8 miles.
“ Marietta to Scott's Landing	4 “
“ Portsmouth to Hamden	56 “
“ Hillsboro to Blanchester	21 “
Total	<u>283.8</u> “
Double main track	4 “
Aggregate of sidings, etc	<u>48.9</u> “
Total length of rail	<u>335.7</u> “

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$14,000,000 00
Amount paid in—common, and scrip	\$1,408,912 33
1st preferred	8,130,719 44
2d “	<u>4,460,368 23</u>
Total amount paid in	14,000,000 00
Increase since June 30, 1872	\$6,047 49
Amount of stock paid in per mile (276.8 miles)	50,578 03
Stockholders residents of Ohio, 390.	
Amount of stock held and owned by them June 30	1,261,150 00

DEBT.

First mortgage 7 per cent. bonds, due August 1, 1881	\$3,500,000 00
Second “ 7 “ “ May 1, 1896	2,500,000 00
Third “ 8 “ “ January 1, 1900	3,000,000 00
Fourth “ 8 “ “ April 1, 1908	2,000,000 00
S. & H. V. “ 7 “ “ November 1, 1888 ...	300,000 00
Seven per cent. mortgage bond scrip	<u>4,368 50</u>
Amount of funded debt	\$11,304,368 50
Increase since June 30, 1872	\$1,999,921 25
Amount of floating debt, not secured by mortgage	1,351,177 50
Decrease since June 30, 1872	\$539,889 33
Total amount of funded and floating debt	12,655,546 00
Increase since June 30, 1872	1,460,031 92
Amount of debt per mile (276.8 miles)	<u>45,720 90</u>
Total amount of paid-in stock and debt	26,655,546 00
Total amount per mile (276.8 miles)	96,298 93.
25 R. & T.	

Location of office or agency for the transfer of stock out of this State :

New York City.

Number of shares (par value \$50 each) transferred within the year ending June 30, at such transfer office : Not known.

COST OF ROAD, EQUIPMENT, ETC.

Right of way, construction, etc.....	\$22,844,454 45
Cost per mile (276.8 miles)	\$82,530 55
Value of real estate owned by company, exclusive of roadway.....	203,850 78

CHARACTERISTICS, ETC.

LINE LAID WITH RAIL.

Main track	190.8 miles.
Portsmouth Branch, main track	56 miles.
Hillsboro " "	21 "
Union " "	9 "

Total length of branches	86 "
Aggregate of sidings and other tracks.....	46.9 "

Total length of line embraced in preceding heads.....	323.7 "
Weight of rail per yard on main track.....	60, 61, 64 and 70 lbs.
Gauge of road	4 feet 8½ in.

Length of road ballasted, 211½ miles. Material used, rock, gravel and furnace cinders.

Length ballasted since June 30, 1872, 7.2 miles. Material used, rock, gravel and furnace cinders.

RAILROADS CROSSED AT GRADE.

Little Miami Railroad, at Loveland.

Cincinnati, Hamilton and Dayton Railroad, at Cincinnati.

Do all trains on your road stop at these crossings ? Yes.

Are flagmen stationed at each ? Yes.

Number of highways crossed at grade, 286.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges.

Wood.....	49	Aggregate length.....	7,728½ feet.
Iron	8	"	1,024½ "
Stone	22	"	440 "
			<hr/> 9,193 feet.

Built within the year ending June 30.

Mill Creek ; quad truss ; iron ; double track ; 202 feet.

Greatest age of bridges : Wood, 12 years ; iron, 3 years.

Trestles.

264 ; aggregate length, 31,185 feet ; greatest age, 6 years.

Tunnels.

Stone.....	5½	Aggregate length	3,585 feet.
Wood	2½	"	1,329 "
			<hr/> 4,914 feet.

Stations, etc.

Passenger, 2; freight, 2; combined, 24. Total, 28.
 Water, 23; fuel, 4. Total, 27.
 Engine-houses, 8. Value, \$12,500.
 Shops for construction and repairs, 15. Value, \$26,000.

Fencing.

Length built within the year ending June 30, 28½ miles. Cost per rod, \$1.30.
 Additional necessary to inclose road on both sides, 234 miles.
 Reasons why not completed: inability to incur the expense.

EQUIPMENT.

Locomotives	73
Express and baggage cars	13
Passenger cars	35
Drawing-room and sleeping cars.....	None.
Freight cars.....	1,314

Average weight: "not known"; average cost, [not given].

There are some 20 or 25 Pullman cars in the line between Baltimore and St. Louis, and a number of through coaches, owned by the Baltimore and Ohio R. R. Co., run between Cincinnati and Baltimore, via the M. & C. Road.

Brake in use on passenger cars: hand brake.

Method of bridging between cars: portable bridge.

HEATING AND LIGHTING OF CARS.

Method of heating: wood-burning iron-box stoves in all passenger cars; patent stoves in Pullman cars.

Means of lighting same: candles.

Total number of persons employed in operating the road, 2,225.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains	35 miles.
Average rate of same, including stops.....	29 "
Highest rate allowed mail and accommodation trains	30 "
Average rate of same, including stops	20 "
Highest rate allowed freight trains.....	12 "
Average rate of same, including stops	9 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

Highest fare for the shortest distance carried	10 cents.
Highest for more than 8 and less than 30 miles	3.50 "
Highest for more than 30 and less than 100 miles	3.50 "
Highest for the whole length of main road	1st class 3.40 cts., 2d class 2.50 "
Lowest fare for through passengers, 1st class 3 cts., 2d " 1.50 " 3d " 1.20 "	

Amount charged in addition to regular passenger fare, in sleeping or other cars run on the road: For seat, \$1; berth, \$2; section, \$4.

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes :

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried	40 cts.	32 cts.	28 cts.	24 cts.	18 cts.
Highest for more than 5 and less than 30 miles	15 "	13 "	11 "	10 "	8 "
Highest for more than 30 and less than 100 miles	7 "	6 "	5.50 "	5 "	3.33 "
Highest for the whole length of the main road	3.90 "	3.40 "	2.90 "	2.40 "	1.40 "
Lowest rate for through freight	4 "	2.50 "	2.25 "	1.10 "	....

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ? Adams Express Company.

State on what terms as to rates, use of track, machinery, repair of cars, etc. One hundred and fifty dollars per day ; and for excess over 10,000 lbs., local at 85c. and through 65c. per 100 pounds.

No freight, transportation or other special lines run on this road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail (weight 60, 64, 70 lbs. per yard)	56.33 miles.
Spliced and mended iron	1.09 "
Total	57.42 "

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	716,800
" freight trains	1,337,900
" mixed trains	316,200
" construction and other trains	263,000
Total	2,633,900

Cars.

Passenger cars	1,475,896
Express and baggage cars	586,952
Freight cars	11,364,780
Cars in construction and other trains	2,104,000
Empty cars	2,904,991
Total	18,436,619

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal	\$1,212 00
" " to employes, " "	12,424 50
" " to others, " "	417 41
" loss and damage of goods and baggage	24,232 13

ANIMALS KILLED.

37 horses; amount of damages paid	\$2,217 00
5 mules; " " "	353 75
86 cattle; " " "	1,644 90
4 sheep; " " "	10 00
49 hogs; " " "	130 82
Total.....	\$4,356 47

FUEL CONSUMED.

Wood, 1,200 cords; coal, 43,560 tons.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	513,401
Average amount received for each*	\$0 97.57

Freight.

Tons carried—Through	362,996
Local	371,901
	734,897
Average amount received for each ton*	\$2 11.55

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	74,772	10.2
Stone, lime, sand, etc.....	11,409	1.6
Petroleum	24,326	3.3
Ores	33,590	4.7
Pig and bloom iron	56,899	7.7
Lumber and other forest products.....	22,620	3.
Live stock	43,681	5.9
Grain.....	83,640	11.4
Other agricultural products	5,890	0.8
Flour.....	23,985	4.
Provisions, (beef, pork, lard, etc.)	2,850	0.4
Manufactures, including agricultural implements and merchandise	290,810	39.5
Supplies for company's use, account not kept until July, 1873.....	55,425	7.5
Total.....	734,897	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—		
Through	\$155,202 95	
Local	345,742 75	
		\$500,945 70

* Other statistics called for, kept only since July 1st, 1873.

From freight transportation—

Through	\$754,032 28	
Local	800,654 16	
		<u>1,554,736 44</u>

From mail		41,524 98
“ express		71,722 26
“ all other sources of income, including rents, etc.		26,610 00
Total earnings		<u>\$2,195,539 38</u>

OPERATING EXPENSES.

Maintenance of way and structures	\$462,265 11	
Maintenance of cars	164,742 15	
Motive power	518,414 19	
Conducting transportation	445,919 41	
Taxes	\$49,155 60	
Rent of depot, etc.	47,599 50	
Other items	15,647 66	
Conducting telegraph	37,103 15	
Interest on floating debt	126,178 93	
Other general expenses	83,534 78	
Total general expenses	<u>\$359,219 62</u>	
Total operating expenses being 88.84 per cent. of earnings ...		<u>1,950,560 43</u>
Net earnings		<u>\$244,978 90</u>

AMOUNTS PER MILE (282.8 MILES.)

Earnings	\$7,763 57
Operating expenses	6,897 31
Net earnings	866 26

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

Issue of common stock in exchange for certificates of Master Commissioner	\$6,047 49
From sale of bonds	1,999,921 25
“ sale of real estate	160,417 51
Total	<u>\$2,166,386 25</u>

PAYMENTS.

Interest on bonds	\$682,371 50
Floating debt liquidated	539,850 33
Lease of Cincinnati and Baltimore Railway ...	\$16,288 33
Joint use of Cincinnati and Indiana Railroad .	7,500 00
	<u>23,788 33</u>

Construction of new work.....	\$485,853 09	
Additional equipment.....	308,046 41	
" real estate.....	136,832 71	
Total		\$2,176,781 37

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.		
First preference stock and scrip.....	\$8,130,719 44	
Second " ".....	4,460,363 23	
Common " ".....	1,408,912 33	
First mortgage £ bonds	1,050,000 00	
" " \$ " and scrip.....	2,454,368 50	
Second " " ".....	2,500,000 00	
Third " " ".....	3,000,000 00	
Fourth " " ".....	2,000,000 00	
S. and H. V. mortgage bonds.....	300,000 00	
Bills payable.....	607,729 01	
Special loans.....	1,890,277 58	
Pay-rolls.....	113,777 27	
Miscellaneous	164,163 63	
		<u>\$28,080,315 99</u>
ASSETS.		
Railway and equipment	\$22,844,454 45	
Real estate	203,850 78	
Cincinnati and Baltimore Railway stock	\$367,100 00	
Baltimore Short Line Railway stock	50,000 00	
		<u>\$417,100 00</u>
Bills receivable	150,679 52	
Advances to Cincinnati and Baltimore R'lway. \$230,191 85		
" Baltimore Short Line " 147,327 90		
		<u>\$377,519 75</u>
Miscellaneous items	59,971 25	
Suspense account and S. B. Keys.....	161,259 73	
Materials on hand, including supplies, fuel and old rails...	152,837 05	
Transportation receipts.....	62,811 64	
Profit and loss account	3,649,831 82	
		<u>\$28,080,315 99</u>

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 18, 1872. Robert Nealon, watchman, Gadbury's Bridge: killed; sitting on track; want of caution.

July 23, 1872. L. Williams, brakeman: injured; fell from train; want of caution.

October 24, 1872. Stephen Conner: killed; Thomas Curtin and Andrew Moser: injured (all employes) at water station; engine struck spout; injuries probably not serious; want of caution.

December 25, 1872. Laf. Miller, employe: injured; standing between cars; foot mashed; want of caution.

December 28, 1872. Patrick Ring, employe: slightly injured coupling cars; want of caution.

January 6, 1873. John Hutchinson, Raysville: killed; walking on track, struck by engine.

January 11, 1873. Patrick Hury, employe: slightly injured; slipped from top of car; want of caution.

January 16, 1873. Henry Crawford, employe, Lyndon: killed coupling cars; foot caught, run over, died on 17th; want of caution.

February 1, 1873. John Beggs, brakeman, Zaleski: killed; broken rail; cause beyond his control.

April 3, 1873. William Roe, employe, Brighton: killed coupling cars; want of caution.

April 11, 1873. James Gleason, engineer: killed; engine off track; broken rail; cause beyond control.

April 17, 1873. J. Driscoll, employe: injured; fell from car, collar-bone broken; cause beyond his control.

April 27, 1873. Clayton Miller, brakeman: injured; car thrown from track by broken axle; arm broken; cause beyond his control.

May 2, 1873. — Phillips, near Big Run: killed; walking on track.

May 30, 1873. Martha Lever (colored), at Hillsboro: killed; jumping on train in motion, run over.

June 2, 1873. James Burns, brakeman, at Webster: killed; fell between cars and run over; want of caution.

RECAPITULATION.

Killed—employees, cause beyond control	1
want of caution	5
Others	3
Total	9
Injured—employees, cause beyond control	3
want of caution	6
Total	9

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
John King, Jr	Baltimore, Md.
John Hopkins	"
Thomas Whitridge	"
Allan A. Chapman	"
John Donnell Smith	"
Nathaniel Wright	Cincinnati, Ohio.
R. M. Bishop	"
W. W. Scarborough	"
James D. Lehmer	"
William T. McClintick	Chillicothe, Ohio.
John Madeira	"
Wylie H. Oldham	Marietta, Ohio.
J. N. Camden	Parkersburg, W. Va.

John King, Jr., President	Baltimore, Md.
Charles F. Low, Secretary and Auditor.....	Cincinnati, Ohio.
W. H. Oldham, Treasurer	"
William E. Jones, Cashier and Registrar.....	"
W. W. Peabody, Superintendent.....	"
W. H. Lankester, Master of Transportation.....	"
E. Bosley, Master Mechanic.....	Chillicothe, Ohio.
John Waddle, Engineer.....	Cincinnati, Ohio.
John W. Pillsbury, General Ticket Agent	"
Robert M. Frazer, General Freight Agent	"
S. L. Campbell, Purchasing Agent.....	"

State of Maryland, City and County of Baltimore, ss. :

John King, Jr., President of the Marietta and Cincinnati Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of the company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A.D. 1873, according to the best of his knowledge and belief.

[Signed]

JOHN KING, JR., *President.*

Subscribed and sworn to before me, this 19th day of September, A.D. 1873.

[SEAL.]

WILLIAM BONE, *Justice of the Peace.*

MARIETTA AND PITTSBURGH RAILROAD COMPANY.

[ROAD ALL IN OHIO—IN PROCESS OF CONSTRUCTION.]

LENGTH OF LINE OPERATED—GIVING TERMINAL POINTS.

From Marietta via Caldwell to Cambridge	58 miles.
“ Canal Dover to Phillipsburg.....	10 “
Total	68 “

LENGTH OF PROPOSED LINE—GIVING TERMINAL POINTS.

From Marietta via Cambridge to Canal Dover.....	97 miles.
Length graded.....	90 “

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1873, inclusive:

For grading, masonry, bridges, superstructures, iron rails, chairs and spikes, timber, ties, and civil engineering.....	\$2,196,000 00
For right of way.....	20,733 32
“ fencing.....	1,686 84
“ passenger and freight stations, and engine and car houses.....	15,622 93
“ locomotives and fixtures.....	74,994 27
“ passenger, baggage, freight and other cars.....	100,075 06
“ interest and discount.....	24,427 06
“ contingent expenses.....	9,929 70
Total	\$2,443,469 18
Amount per mile of road (90 miles).....	\$25,190 40

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,500,000 00
Amount subscribed, about.....	\$1,350,000 00
Amount paid in (common).....	1,100,000 00
Amount per mile (97 miles).....	\$11,340 20
Stockholders, residents of Ohio, 1,600.	
Amount of stock held and owned by them June 30.....	1,100,000 00

DEBT.

First mortgage 7 per cent. bonds, due August, 1895	\$1,500,000 00
Amount of floating debt not secured by mortgage.....	40,000 00
Total amount of funded and floating debt.....	\$1,540,000 00
Amount of debt per mile, (97 miles).....	15,876 29
Total amount of paid in stock and debt	\$2,640,000 00
Total amount per mile (97 miles).....	\$27,216 49

CHARACTERISTICS, Etc.

LINE LAID WITH RAIL.		
Main track	80	miles.
Macksburg Coal Branch (main track)	2	miles.
Marietta City Branch (main track)	1.50	"
<hr/>		
Total length of branches	3.50	"
Aggregate of sidings and other tracks	2	"
<hr/>		
Total length of rail embraced in preceding heads	85.50	"
Weight of rail per yard on main track	50	lbs.
Gauge of road	4 ft. 8½	in.
Length of road ballasted, 60 miles; material used, broken stone.		
Length ballasted since June 30, 1872, 25 miles; material used, broken stone.		

RAILROADS CROSSED AT GRADE.

Baltimore and Ohio Railroad (Central Ohio Division), at Cambridge.
 Lake Shore and Tuscarawas Valley Railway, at Canal Dover.
 Pittsburgh, Cincinnati and St. Louis Railway, at Newcomerstown.
 Connects with Marietta and Cincinnati Railroad at Marietta, and also with Cleveland and Pittsburgh Railroad at Canal Dover.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? No.

Number of highways crossed at grade..... 70

BRIDGES, TRESTLES, ETC.

Bridges.

Wood, 18; aggregate length, 1,582 feet; greatest age, 3 years.

Built within the year ending June 30.

Designation.	Construction.	Length.
No. 1	Pile bridge	60 feet.
2	"	60 "
3	"	80 "
4	"	100 "
5	"	100 "
6	"	100 "
7	Howe truss	80 "
8	Pile bridge	100 "
9	Howe truss	90 "

Trestles.

36; aggregate length, about 11,000 feet; greatest age, 3 years.

Stations, etc.

Passenger and freight, 21; water, 6.

Engine houses—temporary, 4; value, \$1,000.

Shops for repairs—rented, 1.

Fencing.

Length built within the year ending June 30, 1873, 4 miles; cost per rod, \$1.50.

Reasons why not completed: road not yet finished.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives	6	*5,500 lbs.	*\$12,500
Express and baggage cars	2	.....	3,600
Passenger cars	4	.....	4,000
Freight cars	84	.....	800
Other cars	1	.....	1,545

Brake in use on passenger cars: Ordinary brake.

Method of bridging between passenger cars: Portable platform.

HEATING AND LIGHTING OF CARS.

Method of heating: Heated by stoves (coal).

Means of lighting same: Candles.

Total number of persons employed in operating the road, 150.

SPEED OF TRAINS PER HOUR.

Highest rate allowed mail and accommodation trains.....	24 miles.
Average rate of same, including stops.....	16 "
Highest rate allowed freight trains	15 "
Average rate of same, including stops.....	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

Highest fare for the shortest distance carried	5.88 cts.
Highest for more than 8 and less than 30 miles	3 "
Highest for more than 30 and less than 100 miles.....	3 "
Lowest rate for through passengers	3 "

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes—

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried	38.4 cts.	33.6 cts.	28.8 cts.	19.2 cts.	8.6 cts.
Highest for more than 5 and less than 30 miles.....	17.9 "	16.4 "	14.9 "	11.2 "	7.8 "
Highest for more than 30 and less than 100 miles.....	15.4 "	13.3 "	12.6 "	11.2 "	5.3 "
Highest for the whole length of the main road	12.8 "	11.4 "	10.9 "	9.5 "	5.2 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ? Adams Express Company.

State on what terms as to rates, use of track, machinery, repair of cars, etc ? Twenty-five cents per hundred, less than 35 miles ; thirty-five cents per hundred over.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail (weight, 50 lbs. per yard).....	30.50 miles.
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* Including tenders.

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal	\$120 00
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ANIMALS KILLED IN OHIO.

3 Horses, amount of damages paid	\$185 00
9 Cattle, " " "	121 37
32 Sheep, " " "	123 00
2 Hogs, " " "	15 00
Total.....	\$444 37

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	25,869
Average amount received for each.....	\$0 47.90

Freight.

Tons carried	39,014
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TONNAGE—CLASSIFIED.

Tonnage here reported is for a longer period than that for which earnings are reported, extending back as far as October.

Coal	24,401 tons.
Stone, lime, sand, etc.	175 "
Petroleum.....	694 "
Ores	4,120 "
Railroad iron (iron and steel rails).....	1,384 "
Other iron and castings.....	261 "
Lumber and other forest products	1,287 "
Live stock	1,165 "
Grain	218 "
Other agricultural products	2,164 "
Flour	304 "
Provisions (beef, pork, lard, etc.)	149 "
Manufactures, including agricultural implements.....	161 "
Merchandise.....	2,631 "
Total	39,014 "

EARNINGS, OPERATING EXPENSES, Etc., FROM FEBRUARY 1 TO JUNE 30.

EARNINGS.

From passenger transportation—

Through	\$1,742 23
Local	10,648 93
	\$12,391 21

From freight transportation.....	20,336 96
“ mail	1,193 28
“ express	915 78

Total earnings	\$35,687 23
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OPERATING EXPENSES.

Maintenance of way and structures.....	\$12,098 93
Maintenance of cars	1,187 55
Motive power	665 12
Conducting transportation.....	3,741 97
Taxes	\$594 40
Interest on floating debt.....	1,934 46
Other general expenses	1,065 09
Total general expenses	<u>\$3,593 95</u>
Total operating expenses, being 59.65 per cent. of earnings.....	<u>\$21,287 53</u>
Net earnings for five months.....	\$14,399 70

AMOUNTS PER MILE (68 MILES.)

Earnings.....	\$524 81
Operating expenses	313 06
Net earnings	211 75

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

Outlay for construction derived wholly from stock subscription and sale of bonds.

PAYMENTS.

Interest on bonds.....	\$88,060 00
Construction of new work	618,399 85
Additional equipment.....	175,069 33
Total.....	<u>\$881,529 18</u>

GENERAL BALANCE SHEET, JULY 1, 1873.

[Not furnished.]

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof: [Dates not given.]

L. F. Lamotte, passenger; injured; standing in door of baggage car; upset; want of caution.

J. McKee, employe; injured; knocked off car; cause beyond his control.

A. Allen, killed; getting off locomotive.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
A. J. Warner.....	Marietta, Ohio.
Wm. P. Cutler.....	" "
Samuel Shipman	" "
Thos. W. Ewart	" "
W. H. Frazier.....	Caldwell, Ohio.
Isaac Morton.....	Cambridge, Ohio.
A. Wilhelmi.....	Canal Dover, O.

A. J. Warner, President	Marietta, Ohio.
Isaac Morton, Vice President.....	Cambridge, Ohio.
Samuel Shipman, Treasurer.....	Marietta, Ohio.
J. A. Kingsbury, Secretary.....	" "
George C. Butts, Cashier.....	" "
James McArthur, Engineer.....	" "
J. A. Kingsbury, General Ticket and Freight Agent.....	" "
R. B. Hoover, Purchasing Agent.....	" "

State of Ohio, County of Washington, ss :

A. J. Warner, President of the Marietta and Pittsburgh Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D., 1873, according to the best of his knowledge and belief.

(Signed.)

A. J. WARNER, *President.*

Subscribed and sworn to, before me, this 22d day of November, A. D. 1873.

(SEAL.)

THOMAS EWART, *Notary Public.*

MASSILLON AND CLEVELAND RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

[Leased and operated by the Cleveland, Mt. Vernon and Delaware Railroad Company.]

LENGTH—GIVING TERMINAL POINTS.

From Massillon to Clinton.....	12½ miles.
Aggregate of sidings, etc.	4 “
Total length of rail.....	16½ “

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$200,000 00
Amount subscribed	\$196,650 00
Amount paid in	195,255 00
Increase since June 30, 1872.....	500 09
Amount of stock paid in per mile (12½ miles).....	15,620 40
Stockholders, residents of Ohio, 58.	
Amount of stock held and owned by them June 30.....	70,505 00

DEBT.

First mortgage 7 per cent. gold bonds, due January, 1890.....	100,000 00
Decrease since June 30, 1872	2,248 60
Amount of debt per mile (12½ miles)	8,000 00
Total amount of paid in stock and debt	\$295,255 00
Total amount per mile (12½ miles).....	23,620 40

COST OF ROAD, ETC.

Right of way	\$30,576 39
Construction	292,200 37
Cost per mile (12½ miles)	25,822 14
	\$322,776 76

RECEIPTS, EXPENDITURES, ETC., FOR YEAR ENDING JUNE 30.

RECEIPTS.

From subscription to stock	500 00
“ lessee for rent of road.....	20,000 00
	\$20,500 00

EXPENDITURES.

For interest on bonds	\$8,050 45
“ floating debt liquidated.....	2,248 60
“ construction of new work.....	7,047 72
“ general expenses	873 10
	\$18,219 87

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.		
Capital stock	\$195,255	00
First mortgage bonds	100,000	00
Interest due July 1, coupons outstanding.....	3,465	00
Balance due sundry persons, etc	262	48
Income account to June 30	33,468	07
		<hr/>
	\$337,450	55
ASSETS.		
Construction and right of way.....	\$322,776	76
Winslow, Lanier & Co., agents, New York, in their hands to pay coupons, due July 1.....	3,655	91
General expenses.....	501	10
F. M. Hutchinson, Treasurer, cash in hand.....	9,524	63
Bills receivable.....	266	00
Cleveland, Mt. Vernon and Delaware Railroad Company...	226	15
Balances due from individuals and companies.....	500	00
		<hr/>
	\$337,450	55

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Thomas D. Messler.....	Pittsburgh, Pennsylvania.
G. W. Cass	" "
William Stewart.....	" "
J. N. McCullough.....	" "
Kent Jarvis.....	Massillon, Ohio.
John G. Warwick.....	" "
D. P. Rhodes.....	Cleveland, "
Thomas D. Messler, President	Pittsburgh, Pennsylvania.
F. M. Hutchinson, Treasurer and Secretary.....	" "

State of Pennsylvania, County of Allegheny, ss. :

F. M. Hutchinson, Treasurer and Secretary of the Massillon and Cleveland Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A.D. 1873, according to the best of his knowledge and belief.

[Signed.]

F. M. HUTCHINSON, *Treasurer and Secretary.*

Subscribed and sworn to before me this 29th day of August, A. D. 1873.

[SEAL.]

WILLIAM F. ROBB,

Commissioner for the State of Ohio in Pittsburgh, Pennsylvania.

NEWARK, SOMERSET AND STRAITSVILLE RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LENGTH OF LINE—GIVING TERMINAL POINTS.

From Newark to Shawnee.....	44	miles.
Aggregate of sidings, etc.....	3.75	"
Total length of rail.....	47.75	"

STOCK AND DEBT.

CAPITAL STOCK.		
Amount authorized.....		\$900,000 00
" subscribed		900,000 00
Amount paid in—common	\$773,650 00	
preferred	100,000 00	
Total amount paid in.....		\$873,650 00
Increase since June 30, 1872.....	\$25,650 00	
Amount of stock paid in per mile (44 miles).....	19,855 68	
Stockholders residents of Ohio, 425.		
Amount of stock held and owned by them June 30.....	773,650 00	
Have no transfer agency out of this State.		

DEBT.

First mortgage 7 per cent. bonds, due November 1, 1889	\$300,000 00
Amount of floating debt not secured by mortgage.....	75,104 00
Decrease since June 30, 1872.....	\$4,896 00
Total amount of funded and floating debt	875,104 00
Amount of debt per mile (44 miles).....	19,888 73
Total amount of paid in stock and debt	\$1,748,754 00
Total amount per mile (44 miles)	39,744 41

COST OF ROAD, ETC.

Right of way.....	\$45,000 00
Construction.....	1,545,123 69
Equipment.....	30,650 00
Other items of cost not included above	107,226 31
Total	\$1,728,000 00
Cost per mile (44 miles)	\$39,272 73
Value of real estate owned by company, exclusive of road-way	20,754 00

RECEIPTS, EXPENDITURES, ETC., FOR YEAR ENDING JUNE 30.

RECEIPTS.

From subscription to capital stock.....	\$25,650 00	
“ lessee for rent of road	56,000 00	
“ all other sources of income for the year	781 50	
	<u> </u>	\$82,431 50

EXPENDITURES.

For interest on bonds	\$56,000 00	
“ floating debt liquidated.....	4,896 00	
“ taxes	464 07	
“ expense of organization.....	\$3,750 00	
	<u> </u>	\$65,110 07

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Stock.....	\$873,650 00	
Bonds	800,000 00	
Floating debt.....	75,104 00	
	<u> </u>	\$1,748,754 00

ASSETS.

Cost of road	\$1,728,000 00	
Real estate	20,754 00	
	<u> </u>	\$1,748,754 00

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Thomas J. Davis	Newark, Ohio.
William Shields.....	“ “
William D. Hamilton.....	“ “
H. W. Perkins.....	“ “
Frank G. McCune.....	“ “
A. F. Smith.....	New York City.
F. P. Perkins	“ “
Martin Birkey	Somerset, Ohio.
Thomas J. Davis, President.....	Newark, Ohio.
Frank G. McCune, Secretary.....	“ “
W. D. Hamilton, Treasurer	“ “

State of Ohio, Licking County, ss :

Frank G. McCune, Secretary of the Newark, Somerset and Straitsville Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records

and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

(Signed)

FRANK G. McCUNE, *Secretary.*

Subscribed and sworn to, before me, this 22d day of September, A. D. 1873.

[SEAL.]

JONATHAN REES, *Notary Public.*

REPORT OF THE BALTIMORE AND OHIO R. R. COMPANY, LESSEE.

CHARACTERISTICS, ETC.

LINE LAID WITH RAIL.

Main track	44 miles.
Aggregate of sidings and other tracks	3 "

Total length of rail embraced in preceding heads 47.75 "

Weight of rail per yard on main track 56 and 60 lbs.

Gauge of road..... 4 feet 9½ in.

Length of road ballasted, 44 miles; material used, 26 miles stone; 18 gravel.

Length ballasted since June 30, 1872, 26 miles; material used, stone and gravel.

RAILROADS CROSSED AT GRADE.

Cincinnati and Muskingum Valley Railway, Junction City.

Do all trains on your road stop at this crossing? Yes.

Are flagmen stationed there? No.

Number of highways crossed at grade, 30.

BRIDGES, TRETTLES, TUNNELS, ETC.

Bridges.

Wood, 3; aggregate length, 272 feet.

Pile, 11; aggregate length, 1,768 feet; total, 2,040 feet.

Built within the year ending June 30.

1, near Somerset; truss girder, 32 feet.

[Greatest age of bridges, 2 years.

Trestles.

6; aggregate length, 2,000 feet. Greatest age, 2 years.

Tunnels.

1; wood; length, 1,100 feet.

Stations, etc.

Passenger, 1; passenger and freight, combined, 10; total—11.

Water, 4; fuel, 2; total—6.

Engine-house, 2; shops for construction and repairs, 2.

Fencing.

Length built within the year ending June 30, one-half mile ; cost per rod, \$1.40.

Additional necessary to inclose road on both sides, about 14 miles.

Reason why not completed : On streams, and where land-owners have partly assumed duty of fencing.

EQUIPMENT.

	Number.	Average weight.
Locomotives	13	*98,000 lbs.
Express and baggage cars.....	1	24,000 "
Passenger cars.....	1	24,000 "
Freight cars.....	14	15,000 "
Other cars.....	1	16,000 "

EQUIPMENT NOT OWNED BY THE COMPANY.

Freight cars, 150, owned by New York and Straitsville Coal Company.

Terms of service : One and one-half cents a mile when loaded.

Brake in use on passenger cars : Wheel or hand brake.

Method of bridging between passenger cars : Are using only one passenger car in a train.

Total number of persons employed in operating the road, 227.

SPEED OF TRAINS PER HOUR,

Highest rate allowed express passenger trains. None run.

Highest rate allowed mail and accommodation trains 20 miles,

Average rate of same, including stops..... 17 "

Highest rate allowed freight trains 15 "

Average rate of same, including stops..... 10 "

RATES FOR TRANSPORTATION.

PASSENGER.

Fare charged :

Highest fare for the shortest distance carried, 2 miles—no charge less than 20c. 10.

Highest, for more than 8 and less than 30 miles 3.75 cts.

Highest, for more than 30 and less than 100 3.50 "

Lowest fare for through passengers..... 2. "

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes :

	First.	Second.	Third.	Fourth.
Highest rate for the shortest distance carried....	100 cts.	90 cts.	80 cts.	70 cts.
Highest, for more than 5 and less than 30 miles...	12.50 "	10. "	8.30 "	7.50 "
Highest, for more than 30 and less than 100 miles .	9. "	7.30 "	6. "	5.50 "
Lowest rate for through freight.....	4. "	2.50 "	2.50 "	1.50 "

* Including tenders.

† Practically these rates are inoperative, as we carry nothing between stations that are only one mile apart.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Adams Express Company.

State on what terms as to rates, use of track, machinery, etc.:

Double first-class rates on actual weight.

Name and post-office address of the principal agent:

J. H. Rhodes, Superintendent, Cincinnati, Ohio.

What freight, transportation and other special lines run on your road?

None. The company own and control their own fast freight lines.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

Rerolled iron.....	1.52 miles.
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MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	31,908	
“ freight trains.....	121,516	
“ mixed trains, construction, etc.....	90,600	
Total		244,024

Cars.

Passenger cars	32,465	
Express and baggage cars	27,231	
Freight cars	1,415,923	
Cars in construction and other trains	72,700	
Total.....		1,548,319

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal	\$67 60
For loss and damage of goods and baggage	6 90

ANIMALS KILLED.

Cattle, 4—amount of damages paid	\$80 00
Sheep, 9 “ “ “	60 00
Total	\$140 00

FUEL CONSUMED.

Wood, 338 cords; coal, 6,980 tons.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried, of all classes	30,051
Average number carried in each car.....	14
Total mileage, or number carried one mile.....	452,950
Average number of miles traveled by each.....	15.07
Average amount received for each	\$0 52
Average amount per mile received for each	03.45

Freight.

Tons carried	1,742,240
Average tons freight in each car	5
Total movement, or tons carried one mile	7,063,139
Average amount received for each ton carried	\$0 75
Average amount per mile received for each ton	01.85

TONNAGE CLASSIFIED.

	Tons.
Coal	1,153,818
Live stock	2,160
Miscellaneous	581,262
Total	1,742,240

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$15,626 79
“ freight transportation	130,668 08
“ mail	1,550 32
“ express	746 12
Total earnings	\$148,591 31

OPERATING EXPENSES.

Maintenance of way and structures	\$63,245 56
Maintenance of cars and motive power	27,461 60
Conducting transportation	27,372 24
Taxes	\$649 08
Other general expenses	261 77
Total general expenses	910 85
Total operating expenses, being 80.07 per cent. of earnings	118,990 25
Net earnings	\$29,601 06

AMOUNTS PER MILE (44 MILES.)

Earnings	\$3,377 07
Operating expenses	2,704 32
Net earnings	672 75

ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

September 18, 1872. John O'Brien, at Shawnee, run over by car; died September 20. No inquest.

September 21, 1872. A. M. Brown, at Avondale, run over; killed; “intoxicated.” Inquest—W. F. Davison, coroner.

June 10, 1873. Edward Byrnes, employe, at Wellan's, injured; fell between cars; run over; bruised internally; want of caution.

NAME AND RESIDENCE OF OFFICERS OF LESSEE.

DIRECTORS.	POST-OFFICE ADDRESS.
John W. Garrett, President.....	Baltimore, Md.
John King, Jr., 1st Vice-President	" "
William Keyser, 2d Vice-President	" "
W. T. Thelin, Auditor	" "
W. H. Ijams, Treasurer.....	" "
W. Wing, Cashier.....	Columbus, Ohio.
W. C. Quincy, General Superintendent.....	" "
Alexander Platt, Master Mechanic.....	Zanesville, "
A. C. Hoskins, Assistant Engineer	" "
L. M. Cole, General Ticket Agent	Baltimore, Md.
N. Guilford, General Freight Agent.....	" "
Benjamin Williams, Purchasing Agent.....	" "

State of Ohio, County of Franklin, ss :

W. C. Quincy, General Superintendent of the Straitsville Division, Baltimore and Ohio Railroad, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of the lessee, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said Division on the 30th day of June, A.D. 1873, according to the best of his knowledge and belief.

[Signed.]

W. C. QUINCY, *General Superintendent.*

Subscribed and sworn to before me, this 2d day of September, A.D. 1873.

[SEAL.]

O. L. WOLCOTT, *Commissioner.*

OHIO AND MISSISSIPPI RAILWAY COMPANY.

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Cincinnati via Vincennes, Indiana, to St. Louis, Missouri.....	340	miles.
“ North Vernon, Indiana, via Jeffersonville, to Louisville, Ky.....	53	“
Total	393	“
Aggregate of sidings, etc	72	“
Total length of rail	465	“

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$24,030,000	00
Amount paid in—common	\$20,000,000	00
“ “ preferred.....	4,030,000	00
Total amount paid in.....	\$24,030,000	00
Amount per mile (393 miles)	\$61,145	00
Proportion for Ohio (19.53 miles).....	1,194,161	85
Stockholders residents of Ohio, 21.		
Amount of stock held and owned by them June 30, 1873..	131,900	00

DEBT.

Consolidated mortgage, 7 per cent. bonds, due January 1, 1898	6,694,000	00
W. D. 2d mortgage 7 per cent. bonds, due January, 1, 1874,	433,000	00
2d consolidated mortgage Sinking Fund 7 per cent. bonds, due April, 1911	3,529,000	00
Income and funded debt mortgage 7 per cent. bonds, due October 1, 1882.....	174,000	00
Sinking fund 7 per cent. bonds, due May, 1883	50,000	00
Amount of funded debt	10,880,000	00
Less amount in hands U. Trust Co., to redeem 2d mortgage bonds	320,910	00
Increase since June 30, 1872	\$447,240	00
Amount of floating debt not secured by mortgage.....	719,753	61
Increase since June 30, 1872.....	\$390,851	83
Total amount of funded and floating debt	11,278,843	61
Increase since June 30, 1872.....	838,091	83
Amount of debt per mile (393 miles).....	28,699	34
Proportion for Ohio (19.53 miles).....	560,498	11
Total amount of paid in stock and debt.....	35,308,843	61
Total amount per mile (393 miles).....	89,844	38
Total proportion for Ohio (19.53 miles).....	1,754,659	96

COST OF ROAD, ETC.

Have no details.

Amount of stock and debt is total cost.....	\$35,308,843 61
Cost per mile (393 miles)	\$89,844 38
Proportion for Ohio (19.53 miles)	1,754,660 74

CHARACTERISTICS, ETC.

LENGTH IN OHIO LAID WITH RAIL.

Main track.....	19.53 miles.
Aggregate of sidings and other tracks	7.30 "
Total length of rail embraced in preceding heads	26.83 "
Weight of rail per yard on main track.....	60 lbs.
Gauge of road.....	4 to 9 in.
Length of road in Ohio ballasted, 19½ miles; material used, gravel.	
No railroads crossed in Ohio at grade.	
Number of highways crossed at grade in Ohio, 18.	

Bridges in Ohio.

Wood, 2; aggregate length, 520 feet; iron, 1; length, 630 feet; total, 1,150 feet.
Greatest age: Wood, 14; iron, 6 years.

Stations in Ohio.

Passenger and freight combined, 3.
Water and fuel combined, 3.
Engine house, 1; value, \$500 00.
Shops for repairs, small; value, \$500 00.

Fencing in Ohio.

Length built within the year ending June 30: None.
Length necessary to inclose road on both sides, 33 miles.
Reasons why not completed: Not much stock running at large, and fence not needed.

EQUIPMENT—ENTIRE LINE.

	Number.	Av'ge weight.	Av'ge cost.
Locomotives.....	114	*32 tons.	*\$9,000
Express and baggage cars.....	27	15 "	600
Passenger cars.....	59	20 "	1,500
Drawing room and sleeping cars	7	.....	.....
Freight cars.....	1325	9 tons.	450
Other cars	1155	500 barrels.	350

EQUIPMENT—NOT OWNED BY THE COMPANY.

Drawing room and sleeping cars, 7; owned by Pullman Palace Car Company.
Terms of service:
The Pullman Palace Car Company run their sleeping and drawing room cars over our

* Including tenders.

road, we hauling the cars and collecting the ordinary passage money, and the Pullman Company collecting their fares for occupying couches and seats.

Brakes in use on passenger cars: Westinghouse Air, Stevens' Patent and Momson's Steam Brake.

Method of bridging between passenger cars: Miller platform and coupling.

HEATING AND LIGHTING OF CARS.

Method of heating: Some are heated with hot water pipes, some with stoves so guarded as to prevent escape of fire, in case of accident.

Means of lighting same: Candles and oil lamps, non-explosive.

Total number of persons employed in operating the road, entire line, about 3,000; proportion for Ohio, 300.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains	40 miles.
Average rate of same, including stops	30 "
Highest rate allowed mail and accommodation trains	35 "
Average rate of same, including stops	25 "
Highest rate allowed freight trains	15 "
Average rate of same, including stops	12 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

Highest fare for the shortest distance carried	4 cents.
Highest for more than 8 and less than 30 miles	4 "
Highest for more than 30 and less than 100 miles	4 "
Lowest fare for through passengers	3.65 "

Amount charged in addition to regular passenger fare in sleeping or other cars run on your road: For seat, 50 to 75 cents; berth, \$1.00.

No addition to ticket rates if fare is paid on trains, but round trip tickets between any and all stations are sold at 3 cents per mile.

FREIGHT.

Rate charged per ton per mile for the various classes:

	First.		Second.		Third.		Fourth.		Fifth.
Highest rate for the shortest distance carried	96	cts.	80	cts.	72	cts.	56	cts.	48 cts.
Highest for more than 5 and less than 30 miles	14.66	"	12	"	10.66	"	8.66	"	5.87 "
Highest for more than 30 and less than 100 miles	8.50	"	6.92	"	5.92	"	4.84	"	3.10 "
Lowest rate for through freight	4.12	"	3.17	"	2	"	1.12	"	1 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Adams Express.

State terms as to rates, use of track, machinery, etc. Same as last year's report. [Pay \$1.25 for carrying 5 tons of freight daily between Cincinnati and St. Louis, and for all in excess of 5 tons, an average rate of 52c. per 100 lbs.]

Name and post-office address of the principal agent in Ohio :

J. H. Rhodes, Cincinnati.

What freight, transportation, and other special lines run on your road ?

Continental Fast Freight; White Line Central Transportation: Erie and Pacific Dispatch.

State terms as to rates, use of track, machinery, repair of cars, etc.

Continental same as 1872. [Used by the O. & M., Balt. & Ohio, and Marietta and Cincinnati Railroad companies, who own the cars and run for joint benefit of all the owners.]

White Line, made up of N. Y. Central, Cleveland, Columbus, Cincinnati and Indianapolis, the O. & M. and other railways; each owns a stated number of cars and run for joint benefit of all the owners.

Erie and Pacific in concert with Atlantic and Great Western and Erie.

Name and post-office address of the principal agent or officer of each line in Ohio :

Continental—R. M. Dougherty, Manager, Cincinnati.

White Line—George F. Darling, General Manager, Buffalo, New York.

Erie and Pacific—George Debow, New York City.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

New iron (weight 60 lbs. per yard)	3 miles.
Steel and " capped " rail in use, entire line.....	7.30 "

MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

Locomotives.

Hauling passenger trains	1,093,561
" freight trains.....	2,326,293
" construction and other trains.....	224,855
Total.....	3,644,714

Cars.

Passenger cars	2,490,886
Express and baggage cars.....	1,463,880
Freight cars	17,862,689
Cars in construction and other trains	4,889,698
Total	26,707,153

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

Goods and baggage—entire line.....	\$12,948 86
For animals killed in Ohio.....	260 00

NUMBER OF ANIMALS KILLED IN OHIO.

1 horse, 11 cattle, 3 sheep, 3 hogs; total, 18.

FUEL CONSUMED.

Wood, 4,849 cords; coal, 97,476 tons.

DOINGS IN TRANSPORTATION—ENTIRE LINE.

Passengers.

Number carried of all classes	477,062
Total mileage, or number carried one mile	36,974,603
Average number of miles traveled by each	77.50
Average amount received for each	\$2 11.64
Average amount per mile received for each	02.73

Freight.

Tons carried—through	335,546	
local	591,712	
		927,258
Average tons freight carried in each car		10
Total movement, or tons carried one mile		143,436,311
Average amount received for each ton		\$2 79
Average amount per mile received for each ton		01.80

TONNAGE CLASSIFIED.

Details not kept past year; will be furnished hereafter.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—		
Through	\$502,208 96	
Local	507,454 30	
		\$1,009,663 26
From freight transportation		2,589,361 04
“ mail		80,986 81
“ express		74,410 41
Total earnings		\$3,754,421 52

OPERATING EXPENSES.

Maintenance of way and structures	\$589,570 42
Maintenance of cars	217,167 98
Motive power	139,220 42
Conducting transportation	1,440,703 34
Taxes—Ohio	\$10,257 83
Indiana	16,331 84
Kentucky	1,435 75
Illinois	30,823 19
Missouri	30 03

New York	\$49 32	
Iowa	8 16	
Interest on floating debt (rate 6 and 7 per cent. per annum)	25,968 81	
Other general expenses	142,145 92	
Total general expenses	226,650 84	
Total operating expenses, being 69.60 per cent. of earnings	2,613,313 00	
Net earnings	\$1,141,108 52	

AMOUNTS PER MILE (393 MILES.)

Earnings	\$9,553 23	Proportion for Ohio (19.53 miles)	\$186,574 58
Operating expenses	6,649 65	" "	129,867 67
Net earnings	2,903 58	" "	56,706 91

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

From sale of bonds	\$3,282,270 75
" increase of floating debt	390,851 83
Total	\$3,673,122 58

PAYMENTS.

Interest on bonds	\$715,645 48
" rate 7 per cent., on preferred stock	281,701 00
1st mortgage bonds, of East and West Divisions, cancelled	2,900,000 00
Applied to sinking fund, etc.	31,771 25
Construction of new work, side-tracks, depots, etc.	236,367 91
Additional equipment—freight and passenger cars	195,789 79
Additional real estate	5,290 50
Louisville Branch account	8,959 02
Narrowing up engines	33,983 91
Total	\$4,409,508 86

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock—common	\$20,000,000 00
" " preferred	4,030,000 00
Bonded debt	\$10,880,000 00
Less in trustees' hands	320,910 00
Floating debt	10,559,090 00
	719,753 61
	\$35,308,843 61

ASSETS.

Road-bed, superstructure, bridges and trestles, telegraph line, buildings, equipment, shops, tools, machinery, materials and debts, total	\$35,308,843 61
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ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 19, 1872. Lewis O. Smith, passenger, near Delhi, slightly injured; collision of

freight and passenger trains. Freight train disabled, and owing to fog and darkness signals not seen ; cause beyond control.

July 19, 1872. John Jeffries, fireman, injured in same collision ; jumped off engine ; leg broken ; want of caution.

August 21, 1872. Name unknown ; on Muddy creek bridge ; killed ; stepped off track, but not far enough ; struck by train. No knowledge of inquest.

October 9, 1872. Henry Sharnbangh, near Anderson's Ferry, killed ; on track before daylight in morning picking up coal. Inquest.

October 13, 1872. Thomas R. King, age 17, insane, near Sedamsville, killed ; got on track in night, and was run over by some unknown train. Inquest.

December 25, 1872. Henry N. Palmer, employe, injured ; attempted to jump on moving freight train ; leg badly hurt ; want of caution.

April 26, 1873. H. N. Watts, at Storrs, slightly injured ; walking on track ; struck by engine.

June 18, 1873. John Sweeny, employe, Cincinnati Station, killed ; was unloading heavy machinery on cars, and a heavy piece fell on him ; want of caution. No knowledge of inquest.

RECAPITULATION.

Killed—Employes—want of caution.....	1
Others	3
Total	4
Injured—Passengers—cause beyond control.....	1
Employes—want of caution	2
Others.....	1
Total.....	4

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS
W. H. Aspinwall	New York city.
John Schuchardt	" "
Sam'l U. F. Odell.....	" "
Wm. Whiteright, Jr.	" "
John King, Jr.	Cincinnati, Ohio.
Larz Anderson	" "
J. D. Lehmer.....	" "
D. Torrance	New York city.
A. N. Chrystie.....	St. Louis, Mo.
Lewis B. Parsons.....	" "
W. W. Scarborough	Cincinnati, Ohio.
Allen Campbell	New York city.
Joseph W. Alsop	" "
D. Torrance, President.....	261 Broadway, New York.
A. N. Chrystie, Vice-Pres't, Gen. Manager and Supt.....	112 S. 4th street, St. Louis, Mo.
W. M. Walton, Secretary.....	261 Broadway, New York.
Chas. S. Cone, Treasurer	112 S. 4th street, St. Louis, Mo.
W. Arnold, Auditor.....	" " " "
Isaac A. Smith, Engineer	Cincinnati, Ohio.
R. T. Brydon, General Ticket Agent.....	112 S. 4th street, St. Louis, Mo.
Wm. Duncan, General Freight Agent.....	" " " "
A. N. Chrystie, Purchasing Agent	" " " "

State of Missouri, County of St. Louis, ss. :

A. N. Chrystie, Vice-President of the Ohio and Mississippi Railway Company being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed.]

A. N. CHRYSTIE, *Vice President.*

Subscribed and sworn to before me, this 2d day of September, A. D. 1873,

[SEAL.]

D. W. PAUL, *Notary Public.*

PAINESVILLE AND YOUNGSTOWN RAILROAD COMPANY.

[ROAD ALL IN OHIO—IN PROCESS OF CONSTRUCTION.]

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Fairport via Painesville to Youngstown.....	64.40 miles.
Length graded.....	20 "
On what portion of line? Northern.	

Expenditures from the date of commencement of the road up to June 30, 1873, inclusive :

For grading and masonry.....	\$151,484 15
" bridges	2,701 36
" superstructures	14,649 19
" iron rails, chairs and spikes.....	63,799 56
" timber and ties	53,570 40
" right of way.....	67,261 08
" fencing	11,736 12
" civil engineering.....	29,338 63
" passenger and freight stations.....	3,249 94
" engine and car houses.....	645 47
" machine shops, machinery and fixtures.....	307 10
" other buildings and fixtures.....	1,428 58
" locomotives and fixtures.....	46,116 21
" passenger and baggage cars.....	5,732 83
" freight and other cars.....	14,134 86
" contingent expenses.....	710 22
" old road bed.....	60,000 00
" track-laying	5,612 43
" real estate	14,157 90
" other expenses	24,256 34
Total	\$570,892 37
Amount per mile (64.40 miles).....	8,864 79

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,000,000 00
Amount paid in.....	571,314 10
Increase since June 30, 1872.....	315,317 10
Amount of stock paid in per mile (64.40 miles).....	8,871 34
Stockholders residents of Ohio, 13.	
Amount of stock held and owned by them June 30.....	189,327 10

COST OF ROAD, EQUIPMENT, ETC.

Right of way.....	\$71,261 18	
Construction.....	331,742 48	
Equipment	65,983 90	
Other items of cost not included above.....	101,904 81	
	<hr/>	\$570,892 37
Cost per mile (64.40 miles).....	\$18,864 79	
Value of real estate owned by company, exclusive of roadway.....	10,157 90	

CHARACTERISTICS, ETC.

LINE LAID WITH RAIL.

Main track.....	11 miles.
Aggregate of sidings and other tracks.....	.66 "
Total length of rail embraced in preceding heads.....	11.66 "

Weight of rail per yard on main track, 35 lbs.; gauge of road, 3 ft.

Length of road ballasted: $11\frac{1}{4}$ miles; all since June 30, 1872. Material used: gravel.

Number of highways crossed at grade, 54.

BRIDGES, STATIONS, ETC.

Bridges.

Three stone; aggregate length, 485 feet.

Stations, etc.

Passenger, 2; freight, 2; total, 4.

Water, 1.

Engine-houses, 2; value, \$500.

Shops for repairs, 1; value, \$100.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives.....	4	*31,000 lbs.	*\$7,733 00
Express and baggage cars.....	1	15,000 "	2,400 00
Passenger cars.....	1	15,000 "	3,000 00
Freight cars	21	6,924 "	.....
Other cars.....	25	.....	140 00

Total number of persons employed in operating the road, 17.

RAIL LAID.

New iron rail (weight 35 lbs. per yard), 1,020 feet.....	0.19 miles.
--	-------------

ANIMALS KILLED.

Cattle, 1; amount of damages paid, \$40.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	23,251
Average amount received for each.....	\$0 36.52

* Including tenders.

Freight.

Tons carried	2,849
Average amount received for each ton	\$1 59.29

EARNINGS, EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$8,490 69
“ freight transportation	4,538 22
Total earnings (per mile 11 miles \$184.44)	\$13,028 91

EXPENSES.

Operated by contractors during construction.	
General expenses: taxes	\$111 58

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND EXPENSES.

RECEIPTS.

From subscriptions to stock	\$315,317 10
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PAYMENTS.

Construction of new work, additional equipment, etc.	\$314,895 37
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ACCIDENTS TO PERSONS.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

August 1, 1872. Alonzo P. Jefferis, employe, killed; locomotive left track, rolled down an embankment. Cause beyond his own control. No inquest.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Paul Wick	Youngstown, Ohio.
James Ward	Niles, “
A. B. Cornell	Youngstown, “
W. J. Hitchcock	“ “
Richard Brown	“ “
Henry Clews	New York City.
C. Meyer	“ “
Paul Wick, President	Youngstown, Ohio.
Aaron Wilcox, Treasurer	“ “
A. B. Cornell, Secretary	“ “
J. C. Sharpless, Superintendent and Engineer	“ “

State of Ohio, County of Mahoning, ss :

Mason Evans, Chief Clerk of the Painesville and Youngstown Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records,

and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A. D. 1873 according to the best of his knowledge and belief.

[Signed]

MASON EVANS.

Chief Clerk.

Subscribed and sworn to before me this 22d day of September, A. D. 1873.

[SEAL.]

ROBERT B. MURRAY,

Notary Public.

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.

LENGTH OF ENTIRE LINE OPERATED—GIVING TERMINAL POINTS.

From Pittsburgh, via Steubenville, to Columbus	193	miles.
“ Columbus, via Bradford Junction, to Chicago*.....	314	“
“ Bradford Junction to Indianapolis	105	“
“ Columbus, via Xenia, to Cincinnati	120	“
“ Xenia, via Dayton and Richmond, to Logansport*.....	164	“
“ Logansport to Illinois State line	61	“
“ Xenia to Springfield, Ohio	19	“
“ Cadiz to Cadiz Junction	7.50	“
	<hr/>	
	983.50	“
* Less from Anoka Station to Logansport, counted in both lines indicated	5	“
	<hr/>	
Total	978.50	“
Double main track, P. C. and St. L. Div., 14.5 miles; L. M. Div., 27 miles..	41.50	“
Aggregate of sidings, etc., P. C. and St. L. Div., 36.3; L. M. Div., 36.5;		
C. C. and I. C. Div., 65.7	138.50	“
	<hr/>	
Total length of rail.....	1,158.50	“

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....		\$8,924,350 00
Amount subscribed.....	8,433,550 00	
Amount paid in, common	2,503,100 00	
“ 1st preferred	2,925,450 00	
“ 2d preferred.....	3,000,000 00	
	<hr/>	
Total amount paid in.....		\$8,433,550 00
Increase since June 30, 1872	\$3,000,000 00	
Amount of stock paid in per mile (201 miles)	41,957 96	
Proportion for Ohio (157.5 miles)	6,608,378 70	
Stockholders residents of Ohio: 117.		
Amount of stock held and owned by them June 30.....	521,100 00	

DEBT.

Pittsburgh, Cincinnati and St. Louis consolidated 1st mortgage, 7 per cent. bonds, due August 1, 1890.....	\$6,222,000 00
Steubenville and Indiana 1st mortgage, 6 per cent. bonds, due January 1, 1884	3,000,000 00
Columbus and Newark Division 1st mortgage, 7 per cent. bonds, due January 1, 1890	775,000 00

Stenbenville and Indiana 2d mortgage, 6 per cent. bonds ..	\$1,060 99	
“ income mortgage, 7 per ct. bonds.	9,525 00	
Amount of funded debt		\$10,010,585 99
Increase since June 30, 1872	\$8,045 75	
Amount of floating debt not secured by mortgage		2,980,060 89
Decrease since June 30, 1872	\$1,013,641 53	
Total amount of funded and floating debt	12,990,646 88	
Decrease since June 30, 1872	1,005,595 78	
Amount of funded debt per mile (201 miles)	49,803 91	
Amount of floating debt per mile (978.5 miles)	3,045 54	
Proportion of funded debt for Ohio (157.5 miles)	7,844,115 83	
Proportion of floating debt for Ohio (453.9 miles)	1,382,370 60	
Total amount of paid in stock and debt		\$21,424,196 88
Total amount per mile, (pertaining to 201 miles)	\$94,807 41	
Total proportion for Ohio (453.9 miles)	15,834,865 13	

COST OF ROAD, EQUIPMENT, ETC.

Right of way	\$558,881 54	
Construction	14,580,602 63	
Equipment	3,819,733 52	
Other items of cost not included above	184,254 82	
		19,143,472 51
Cost per mile (201 miles)	\$95,241 15	
Proportion for Ohio (157.5 miles)	15,000,481 12	
Value of real estate owned by company : Included in above.		

CHARACTERISTICS, ETC.

LINE IN OHIO LAID WITH RAIL.

Main track—Pittsburgh, Cincinnati and St. Louis Division, 117.5 ; Little Miami Division, 119.5 ; Columbus, Chicago and Indiana Central Division, 136.9		373.9 miles.
Double main track, Little Miami Division		27 “
Cadiz Branch, Pittsburgh, Cincinnati and St. Louis Division, main track	7.5 miles.	
Springfield and Xenia Branch, Little Miami Division, main track	19 “	
Dayton and Xenia and Dayton and Western Branch, Little Miami Division, main track	53.5 “	
Total length of branches		80 miles.
Aggregate of sidings and other tracks		89.7 “
Total length of rail embraced in preceding heads	570.6 “	
Weight of rail per yard, on main track		60 and 64 lbs.
Gauge of road		4 ft. 9½ in.

Length of road in Ohio ballasted : Pittsburgh, Cincinnati and St. Louis, 117.5 ; Little Miami, 192 ; Columbus, Chicago and Indiana Central 154.7—464.2 miles.

Material used : 6.5 miles with stone : balance with gravel.

Length ballasted since June 30, 1872: Columbus, Chicago and Indiana Central, 4.25 miles, with gravel.

RAILROADS CROSSED IN OHIO AT GRADE.

Lake Shore and Tuscarawas Valley Railway, at Uhrichsville.
 Lake Erie Division, Baltimore and Ohio Railroad, at Newark.
 Cleveland, Columbus, Cincinnati and Indianapolis Railway, at Columbus and at Milford Centre.

Columbus and Hocking Valley Railroad, at Columbus
 Cincinnati and Springfield Railway, at Columbus and at London.

Marietta and Cincinnati Railroad, at Loveland.

Cincinnati, Sandusky and Cleveland Railroad, at Urbana.

Atlantic and Great Western Railroad, at Urbana.

Dayton and Michigan Railroad, 9.10 mile east of Piqua.

Dayton and Union Railroad, at Greenville.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade in Ohio: Pittsburgh, Cincinnati and St. Louis, 101; Little Miami, 205; Columbus, Chicago and Indiana Central, 134—total, 440.

BRIDGES, TRESTLES, TUNNELS, ETC., IN OHIO.

Bridges.

	P. C. & St. L. Division.	L. M. Division.	C. C. & I. C. Division.	Aggregates.
Wood—number	28	80	41	149
Length—feet	4,125	6,319	2,573	13,317
Iron—number	1	2	.....	3
Length—feet	24	259	.....	283
Stone—number	14	3	1	18
Length—feet	1,670	194	22	1,886
Total number, 170; length, 15,846 feet.				

Built within the year ending June 30.

Location or designation.	Construction.	Material.	Length—feet.
No. 32	Howe Truss	Wood	162½
" 34	"	"	154
" 50	"	"	83
" 68	"	"	129
" 71	"	"	100
Morrow	"	"	210
Swamp Creek	"	"	100
Near Foster's Station	Stringer	"	50
" Glade Run "	"	"	80
" Brookville "	"	"	60
" Brinley's "	"	"	24
" " "	"	"	60
" London "	"	"	20
" " "	"	"	20
" Dayton "	"	"	40
" Xenia "	"	"	50

Greatest age of bridges—P. C. & St. L. Div., wood, 11 years ; iron, 3 years.

L. M. Div , wood, 20 years ; iron, 6 years.

C. C. & I. C. Div., wood, 9.

Trestles.

C. C. & I. C. Div., 39 ; aggregate length, 3,115 feet. Greatest age, 9 years.

Tunnels.

Stone—P. C. & St. L. Div., 2 ; aggregate length 2,260 feet.

Brick— “ 3 ; “ 3,051 “
 ————— 5,311 feet.

Stations.

	P. C. & St. L. Div.	L. M. Div.	C. C. & I. C. Div.	Aggregate.	
Passenger.....	3	7	1	11	
Freight	2	9	2	13	
Combined	23	28	21	72	
Water	10	18	10	38	96
Fuel	3	7	3	13	
Engine-houses	2	5	3	10—value, \$35,000	
Shops for repairs	2	2	5	9 “ 25,500	

Fencing.

Length built within the year ending June 30 : P. C. & St. L. Div., 12 miles ; L. M., 6.44 miles ; C. C. & I. C., 13.23 miles Total, 31.67 miles.

Cost per rod : \$1.61½.

Additional necessary to inclose road on both sides : P. C. & St. L. Div., 18 miles ; L. M. Div., 6 miles ; C. C. & I. C. Div., 37 miles. Total, 61 miles.

Reasons why not completed : Contracts not completed.

EQUIPMENT—ENTIRE LINE.

	P. C. & St. L.	L. M.	C. C. & I. C.	Total.	Av. weight.	Av. cost.
Locomotives	104	53	164	321	*62,500 lbs.	*\$10,000
Express and baggage cars	19	24	27	70	26,000 “	1,650
Passenger cars	34	38	64	136	33,250 “	3,500
Drawing-room and sleeping cars ..	..	..	..	43	35,000 “	10,000
Freight cars	1600	641	1591	3832	17,500 “	650
Other cars	48	18	55	121	18,000 “	900

EQUIPMENT NOT OWNED BY THE COMPANY.

Locomotives, 16 ; owned by Pennsylvania Company.

Drawing-room and sleeping cars, 43 ; owned by Pullman Palace Car Company.

Freight and other cars. The company owns all the cars running on the road, except those of other companies, the number of which it has no means of knowing—for the use of them paying 1 and 1½ cents per mile run.

State terms of service : For the use of the 16 locomotives owned by the Pennsylvania company this company pays 10 per cent. per annum on their original cost. The drawing-room and sleeping cars are furnished by the Pullman Palace Car Company, who renew the bedding and upholstering, and receive pay for use of berths. The railway company keep the cars in running order, and have the use of them for their passengers.

* Including tenders.

Brake in use on passenger cars: Westinghouse atmospheric.

Method of bridging between passenger cars: By the use of a moveable wooden bridge of the width of the opening between the railings, secured upon one platform and allowed to slide upon the other, adjusting itself to the motion of the cars. Also chain on each side, extending from top of hand rails.

HEATING AND LIGHTING OF CARS.

Method of heating: Our coaches are heated by Spear's double-cased heaters, and also by the Dripps double-cased heaters with water-chamber attachment.

The sleeping, parlor and drawing-room cars running over the road are heated by Baker's patent car warmer, or hot water arrangement, by which hot water is distributed throughout the cars in pipes from the heater, which is securely incased in one end of the car.

Means of lighting same: Candles are used in our coaches. The sleeping, parlor and drawing-room cars are almost exclusively lighted with candles, a few having lard-oil lamps.

Total number of persons employed in operating the road, entire line, 8,995; proportion for Ohio, 3,363.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains	40 miles.
Average rate of same, including stops	30 "
Highest rate allowed mail and accommodation trains	30 "
Average rate of same, including stops	24 "
Highest rate allowed freight trains	15 "
Average rate of same, including stops	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged for the respective classes per mile:

	First.	Second.	Third.
Highest fare for the shortest distance carried, and less than 15 miles.....	4 cts.	....	....
Highest for more than 15 and less than 30 miles	3.50 "	....	....
Highest for more than 30 and less than 100 miles	3.50 "	2.70 cts.	1.30 cts.
Highest for the whole length of the main road in Ohio....	3.50 "	2.50 "	1.30 "
Lowest fare for through passengers.....	2.50 "	2	1 "

Amount charged in addition to regular passenger fare in sleeping or other cars run on the road: For seat, 50c., \$1 and \$1.50; berth, \$1.50, \$2 and \$2.50; section, \$3 and \$4; state-room, \$4 and \$5.

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes:

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried 20 cts.	17.50 cts.	15 cts.	15 cts.	12.50	
Highest for more than 5 and less than 30 miles..	9.25 "	8.50 "	7.75 "	7.25 "	7.25
Highest for more than 30 and less than 100 miles 5 "	4.50 "	4 "	3.75 "	3.25	
Highest for the whole length of the main road in Ohio	4.50 "	3.50 "	2.75 "	2 "	2

Lowest rate for through freight : Impracticable, out of the immense volume of traffic, to give lowest rate per ton per mile on through freight. The through rates ordinarily vary from one to two cents per ton per mile.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road :

See former reports.

State on what terms as to rates, use of track, machinery, repair of cars, etc.

See former reports.

Name and P. O. Address of the principal agents or officers of each, in Ohio :

Adams Express Company—

A. Gaither, Resident Manager, Cincinnati.

J. H. Rhodes, Superintendent Western Division, Cincinnati.

L. C. Wier, Agent, Cincinnati.

J. H. Bull, " Columbus.

American Express Company—

H. S. Julier, Superintendent, Cleveland.

What freight, transportation, and other special lines run on your road ?

The Union Railroad and Transportation Company.

State terms as to rates, use of track, machinery, repair of cars, &c.

See former reports.

Name and postoffice address of the principal agents or officers in Ohio :

D. S. Gray, Western Manager, Columbus.

F. H. Kingsbury, General Superintendent, Columbus.

E. C. Beach, Agent, Columbus.

H. W. Brown, Agent, Cincinnati.

M. McReynolds, Agent, Dayton.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

Re-rolled iron, P., C. & St. L. Div., 31½ ; L. M., 12 ; C., C. & I. C., 22½	66 miles.
Spliced and mended iron, L. M. Div	3.67 "
Total	69.67 "
Steel and "capped" rail in use, entire line, P., C. & S. L. Div., 2.50 ; L. M. Div., .57	3.07 "

MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

Locomotives.

	P., C. & St. L.	L. M.	C., C. & I. C.	Total.
Hauling passenger trains	650,959	611,093	1,187,504	2,449,556
" freight trains	2,251,581	553,798	3,308,501	6,113,880
" construction and other trains ..	211,044	38,417	257,124	506,585
Total				9,070,021

<i>Cars.</i>				
	P., C. & St. L.	L. M.	C., C. & I. C.	Total.
Passenger cars.....	2,046,994	1,512,992	3,171,457	6,731,443
Express and baggage cars.....	1,073,510	985,177	1,216,750	3,275,437
Freight cars.....	23,062,871	4,952,079	29,786,747	57,801,697
Caboose cars.....	1,594,940	360,245	2,215,721	4,170,906
Cars in construction and other trains...	929,823	169,139	1,132,433	2,231,395
Empty cars.....	6,609,298	1,321,066	9,625,063	17,555,427
Total.....				91,766,305

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries, in Ohio, to passengers, fatal and non-fatal—				
P., C. & St. L. Div.....			\$4,506 10	
L. M. Div.....			1,656 72	
				\$5,562 82
For injuries, in Ohio, to employes, fatal and non-fatal—				
P., C. & St. L. Div.....			\$6,622 63	
L. M. Div.....			926 89	
C., C. & I. C. Div.....			2,060 05	
				9,609 57
For injuries, in Ohio, to others, fatal and non-fatal—				
P., C. & St. L. Div.....			\$84 00	
L. M. Div.....			226 00	
C., C. & I. C. Div.....			1,300 00	
				1,610 00
For loss and damage of goods and baggage—entire line—				
P., C. & St. L. Div.....			\$36,569 50	
L. M. Div.....			10,940 36	
C., C. & I. C. Div.....			37,618 81	
				85,128 67
For damages by fire caused by locomotives—				
P., C. & St. L. Div.....			\$1,129 31	
L. M. Div.....			60 00	
C., C. & I. C. Div.....			2,125 60	
				3,314 91

ANIMALS KILLED IN OHIO.

Horses—				
P., C. & St. L. Div....	8			
L. M. Div.....	8			
C., C. & I. C. Div.....	19			
	— 35	Amount of damages paid..	\$2,130 00	
Cattle—				
P., C. & St. L. Div....	40			
L. M. Div.....	39			
C., C. & I. C. Div.....	53			
	—132	"	"	.. 3,337 37
Sheep—				
P., C. & St. L. Div....	62			
L. M. Div.....	32			
C., C. & I. C. Div.....	29			
	—123	"	"	.. 465 00

Hogs—

P., C. & St. L. Div....	12		
L. M. Div.....	5		
C., C. & I. C. Div.....	20		
	— 37	Amount of damages paid..	54 90
Totals	327		\$5,987 27

FUEL CONSUMED.

Wood—

P., C. & St. L. Div.....	10,018	cords.
L. M. Div.....	13,111	“
C., C. & I. C. Div.....	102,804	“
		125,933 cords.

Coal—

P., C. & St. L. Div	103,637	tons.
L. M. Div	23,659	“
C., C. & I. C. Div.....	84,803	“
		212,099 tons.

DOINGS IN TRANSPORTATION—ENTIRE LINE.

Passengers.

Number carried of all classes—

P., C. & St. L. Div	630,482
L. M. Div	720,049
C., C. & I. C. Div	643,860
	1,994,391

Average number carried in each car..... 25 to 35

Total mileage, or number carried one mile—

P., C. & St. L. Div.....	28,739,223
L. M. Div	21,557,974
C., C. & I. C. Div	35,894,323
	86,191,520

Average number of miles traveled by each—

P., C. & St. L. Div	45.5
L. M. Div	29.9
C., C. & I. C. Div	55.6

Average amount received for each—

P., C. & St. L. Div	\$1 33
L. M. Div	78 00
C., C. & I. C. Div	1 59

Average amount per mile received for each—

P., C. & St. L. Div	\$0 02.90
L. M. Div.....	02.60
C., C. & I. C. Div	02.80

Freight.

Tons carried—through—

P., C. & St. L. Div	566,529
L. M. Div	195,487
C., C. & I. C. Div.....	590,929
	1,352,945

Tons carried—local—

P., C. & St. L. Div	903,064	
L. M. Div	304,821	
C., C. & I. C. Div.....	847,317	
	<hr/>	2,055,202

Total 3,408,147

Average freight in each car..... 6 to 8 tons.

Total movement, or tons carried one mile—

P., C. & St. L. Div	201,566,553	
L. M. Div.....	40,134,785	
C., C. & I. C. Div	269,860,975	
	<hr/>	511,562,313

Average amount received for each ton—

P., C. & St. L. Div	\$1 91
L. M. Div	1 54
C., C. & I. C. Div.....	2 34

Average amount per mile received for each—

P., C. & St. L. Div.....	\$0 01.40
L. M. Div	01.90
C., C. & I. C. Div	01.30

TONNAGE CLASSIFIED.

	P., C. & St. L.	L. M.	C., C. & I. C.	Tons.	Per ct.
Coal	457,508	98,036	248,319	803,863	23.6
Ores and other articles	60,314	19,274	57,582	137,170	4.
Railroad iron (iron and steel rails). ..	13,278	142	17,276	30,696	.9
Lumber and other forest products.	39,078	38,080	181,323	258,481	7.5
Live stock	120,203	48,588	70,674	239,465	7.
Other agricultural products.....	76,796	35,332	79,671	191,799	5 6
Flour and grain.....	290,574	57,022	363,266	710,862	20.8
Provisions, (beef, pork, lard, &c)..<	101,288	33,302	110,827	245,417	7.2
Manufactures, including agricul tural implements.....	127,070	75,072	140,496	342,638	10.0
Merchandise	163,804	83,208	140,062	387,074	11 6
Miscellaneous	19,680	12,252	28,750	60,682	1.8
Total	<hr/> 1,469,593	<hr/> 500,308	<hr/> 1,438,246	<hr/> 3,408,147	<hr/> 100.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—

Through—P. C. & St. L.....	\$428,994 97
L. M. Div.....	299,294 16
C. C. & I. C	380,729 29
Local—P. C. & St. L	409,977 75
L. M. Div.....	265,166 03
C. C. & I. C.....	643,768 46
	<hr/>
	\$2,427,930 66

From freight transportation—

Through—P. C. & St. L.	\$1,234,842 31
L. M. Div.	250,600 37
C. C. & I. C.	1,167,967 00
Local—P. C. & St. L.	\$1,569,882 74
L. M. Div.	489,411 33
C. C. & I. C.	2,193,604 36

6,936,398 11

From mail—

P. C. & St. L.	\$32,400 00
L. M. Div.	34,175 00
C. C. & I. C.	80,205 00

146,780 00

From express—

P. C. & St. L.	\$91,803 86
L. M. Div.	64,178 34
C. C. & I. C.	62,866 12

218,848 32

From all other sources of income, including rents, etc—

P. C. & St. L.	\$71,228 94
L. M. Div.	30,500 33
C. C. & I. C.	32,376 57

134,105 84

Total earnings	\$9,864,062 93
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OPERATING EXPENSES.

Maintenance of way and structures—

P. C. & St. L.	\$674,647 10
L. M. Div.	303,392 42
C. C. & I. C.	864,076 88
	<u>\$1,842,116 40</u>

Maintenance of cars—

P. C. & St. L.	\$295,830 45
L. M. Div.	112,971 21
C. C. & I. C.	367,506 88
	<u>776,308 54</u>

Motive power—

P. C. & St. L.	\$957,057 66
L. M. Div.	287,802 57
C. C. & I. C.	1,353,421 36
	<u>2,628,281 59</u>

Conducting transportation—

P. C. & St. L.	\$1,013,692 97
L. M. Div.	414,521 13
C. C. & I. C.	1,130,030 31
	<u>2,558,244 41</u>

General expenses, as follows:

Taxes—Ohio, P. C. & St. L.	\$37,409 89
L. M. Div.	61,013 24
C. C. & I. C.	24,360 60
	<u>\$122,783 73</u>

Pennsylvania, P. C. & St. L. Div	\$27,988 47	
West Virginia, "	5,206 59	
Indiana, L. M. Div	\$442 74	
C. C. & I. C	23,652 48	
	<u>24,095 22</u>	
Illinois, C. C. & I. C. Div	19,592 47	
Interest (rate 7 per cent.) on floating debt—		
P. C. & St. L	\$27,615 96	
L. M. Div	20,921 18	
C. C. & I. C	35,147 59	
	<u>83,684 74</u>	
Other general expenses—		
P. C. & St. L	\$51,323 41	
L. M. Div	45,733 93	
C. C. & I. C	64,742 58	
	<u>161,799 92</u>	
Total general expenses	445,151 14	
Total operating expenses being 83.64 per cent. of earnings	8,250,102 08	
Net earnings	\$1,613,960 85	

AMOUNTS PER MILE (978.5 MILES.)

Earnings	\$10,080.80; proportion for Ohio (453 9 miles) .	\$4,575,675 12
Operating expenses	8,431.35; " "	3,827,003 38
Net earnings	1,649 42; " "	748,671 74

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From subscription to stock	\$3,000,000 00
" sale of bonds	10,000 00
Total	<u>\$3,010,000 00</u>

PAYMENTS.

Interest on bonds	\$672,240 00
Bonds of the company cancelled—	
2d mortgage Steubenville and Indiana Railroad Company	1,654 25
Income bonds " " " "	300 00
Floating debt liquidated	1,013,641 53
Lease of Little Miami Railroad	\$710,654 31
" Columbus, Chicago and Ind. Central Railway	1,367,198 01
	<u>2,077,852 32</u>
Miscellaneous	147,670 90
Construction of new work	531,249 54
Additional equipment	140,585 00
Additional real estate	31,872 58
Right of way	6,894 73
Total	<u>\$4,623,960 85</u>

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock	\$8,433,550 00	
Funded debt	10,010,585 99	
Value of supplies, etc., received with leased roads	1,376,836 80	
Amount due other companies	474,238 13	
" " for current expenditures in June and prior thereto	929,227 46	
Miscellaneous	3,888,171 55	
	<hr/>	\$25,112,609 93

ASSETS.

Cost of P. C. & St. L. R'y, equipment, etc., to June 30	\$19,143,472 51	
Supplies on hand	588,869 92	
Cost of additions and improvements to leased roads	881,340 32	
Cash on hand	413,330 98	
Amount due by station agents and conductors	179,243 82	
" " other companies	710,669 87	
Miscellaneous assets	717,097 14	
Balance	2,478,585 57	
	<hr/>	\$25,112,609 93

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

P. C. AND ST. L. DIVISION.

July 1, 1872. William Lair, employe at Dresden Junction: killed; attempted to jump off engine; fell between platform and train; want of caution; no inquest.

July 7, 1872. John Marshall, employe near Steubenville: killed; thrown off by engine running over a horse; cause beyond his control; no inquest.

July 12, 1872. George Crosby, passenger at Bowerston: injured by colliding of passenger and freight trains; fractured left leg and one rib of left side; also cut above left eye; cause beyond his control.

July 18, 1872. Abner Adams, at Newmarket: injured; struck by bridge; severe cut on back of head; stealing a ride.

July 19, 1872. Philo Dilworth, employe, at Ulrichsville: injured; foot slipped while trying to get on caboose; right leg broken between foot and knee; want of caution.

July 19, 1872. William Chapman, at Steubenville: killed; struck by engine; walking on track.

July 24, 1872. — Williams, near Newark: injured; fell under car while getting off; one arm crushed to shoulder, the other from hand to elbow; stealing a ride.

August 5, 1872. T. K. Simonton, at lock No. 17: killed; stealing a ride; fell off and was run over; no inquest.

August 24, 1872. S. P. Miller, employe, at Newark: injured; coupling cars; hand smashed; want of caution.

September 19, 1872. A. J. Reynolds, employe, at Steubenville shops: injured; struck by a plank which projected over top of car, which was being moved from one part of shop to another, while he was at work, breaking thigh; cause beyond his control.

September 23, 1872. Robert Chambers, employe, Dennison : injured ; coupling cars ; arm badly bruised ; want of caution.

October 1, 1872. Frederick Green, employe, Steubenville yard : injured ; fell while coupling cars ; concussion on right thigh ; arm badly hurt ; want of caution.

October 4, 1872. A. Strodbridge, employe, Dennison : injured ; coupling cars ; hand smashed ; want of caution.

October 5, 1872. A. Mayer, employe, Dennison : killed ; foot caught and was run over ; died in four hours ; no inquest ; cause beyond his own control.

October 5, 1872. Michael Joyce, employe, Philadelphia Road : injured ; plug flew out of furnace, scalding his face and eyes ; cause beyond his own control.

October 14, 1872. John A. Hobbs, employe, Dennison : injured ; coupling cars ; hand smashed ; want of caution.

October 17, 1872. Charles Schaff, employe, near Pataskala : injured ; fell while jumping from car to engine ; ankle sprained and hip bruised ; want of caution.

November 1, 1872. Thomas Fleury, employe, No. 17 tunnel : killed instantly ; fell off train ; run over ; no inquest ; cause beyond his own control.

November 6, 1872. James Ferguson, employe, Urichsville : killed ; jumped from train : fell under it ; no inquest ; want of caution.

November 6, 1872. Henry Williams, employe, Mingo Junction : injured ; coupling cars ; one rib broken ; want of caution.

November 18, 1872. Pat. Malloy, employe, Stenbenville : injured ; struck by a piece of timber ; leg broken ; cause beyond his own control.

November 19, 1872. E. Howard, employe, Bowerston : injured ; fell from telegraph pole ; hip dislocated ; head bruised ; cause beyond his own control.

November 27, 1872. Jacob Gates, employe, Coshocton : killed ; collision ; cause beyond control.

November 28, 1872. Oscar H. Riney, passenger, near Mingo Junction : injured ; jumped off train ; broke his leg ; want of caution.

November 29, 1872. W. E. Oakley, employe, near Trenton : injured ; plug flew out of engine, scalding arm and hand ; cause beyond his control.

November 29, 1872. S. Grey, employe ; injured ; knocked off engine by same accident ; face and back injured ; cause beyond his control.

December 16, 1872. T. J. Rigney, employe, Dennison : injured ; walking on track : fell ; rib fractured and back sprained ; want of caution.

December 16, 1872. Francis Walter, Trenton : killed ; struck by train while driving across track.

December 18, 1872. J. Doyle, employe, Columbus : injured ; coupling cars ; arm badly crushed ; want of caution.

December 25, 1872. A. Dent, employe, Montgomery's : injured ; train ran off track ; hand burned ; cause beyond his own control.

January 3, 1873. Wm. Newton, employe, Philadelphia Road : injured ; cars ran off track ; shoulder dislocated ; cause beyond his control.

January 10, 1873. W. Gallagher, employe, Bloomfield : injured ; fell off engine ; head badly cut ; want of caution.

January 11, 1873. Samuel Guy, employe, West La Fayette : injured ; train ran off track ; fell from top of car ; both ankles out of joint ; cause beyond his control.

January 13, 1873. Joseph Miller, employe, near Conesville : killed ; sitting on track : run over ; want of caution ; no inquest.

January 14, 1873. J. Whitla, employe, Frazeysburg: injured; train off track; one rib broken and head slightly cut; cause beyond his control.

January 14, 1873. George Fluke, employe: injured by same accident; thrown off ear; ankle-joint broken; cause beyond his control.

January 30, 1873. Allen White, employe, Pataskala: injured; hand froze to link and crushed; cause beyond his control.

January 31, 1873. Robert Withrow, passenger, near Smithfield: injured; train off track; jumped; leg bruised and head cut; want of caution.

February 4, 1873. G. W. Owens, employe, Dennison: injured; coupling cars carelessly; hand mashed; want of caution.

February 10, 1873. Four passengers, near Philadelphia Road: injured; broken rail; train off track; R. Henderson, cut in leg and foot; M. W. Sackett, head cut; Charles Steele, severely hurt in back; and W. M. Elliott, head hurt and wrist broken; cause beyond their control.

February 17, 1873. Samuel Hartman, employe, West La Fayette: killed; stepped off rear end of caboose and run over by cars; want of caution.

February 24, 1873. J. J. Higginson, employe, Conesville: killed; stepped down; want of caution; no inquest.

March 17, 1873. D. H. Drake, employe, Stenbenville: injured; coupling cars; thumb and one finger crushed; want of caution.

March 17, 1873. John Dee, employe, Bowerston: killed; collision; cause beyond his control; no inquest.

March 24, 1873. William Clark, employe, Dennison: killed; knocked down by car while endeavoring to pull pin between ear and caboose; want of caution; no inquest.

March 26, 1873. John Blakey, employe, Summit: injured; coupling cars carelessly; three fingers crushed; want of caution.

April 1, 1873. Richard Palmer, employe, Big Walnut: injured; coupling cars; hand crushed; want of caution.

April 5, 1873. James Chadwell, employe, Newcomerstown: injured; coupling cars; hand crushed; want of caution.

April 15, 1873. Charles Blinn, employe, near Steubenville: injured; fell off engine; two toes mashed; want of caution.

April 23, 1873. Hugh Pritchard, near Bowerston: injured; laying on track; head cut.

April 26, 1873. John Feeney, Newark: injured; driving over track; intoxicated; cut on head.

May 11, 1873. Thomas Doyle, employe, Newark: injured; coupling cars; hand crushed; want of caution.

May 27, 1873. A. McLay, employe, Skelly's: injured; unloading reaper; three fingers crushed; want of caution.

May 31, 1873. William Worley, employe, Nashport Road: injured; standing on dead-woods; three toes crushed; want of caution.

June 1, 1873. J. G. Sessex, employe, Bowerston: injured; fell from car; shoulder dislocated; want of caution.

June 2, 1873. George Fretz, employe, Newark: injured; coupling cars; arm crushed; was nervous; want of caution.

June 5, 1873. J. H. Brown, employe, Kirkersville: injured; fell off train; collar-bone broken; want of caution.

June 10, 1873. Michael Joyce, employe, No. 25 tunnel: killed: struck by stone falling from tunnel; cause beyond his own control; no inquest.

June 16, 1873. Thomas Kaue, employe, Steubenville : injured ; face scalded by steam : cause beyond control.

June 17, 1873. A. Evans, employe, Newark ; injured ; coupling cars ; two fingers crushed ; want of caution.

June 19, 1873. Dennis Mahoney, employe, Columbus : injured ; arm broken by car striking after coupling cars ; want of caution.

June 23, 1873. Daniel Gould, employe, Dresden Junction : injured ; broken brake ; collar-bone broken ; cause beyond control.

June 30, 1873. John Henry, employe, Steubenville : injured ; fell between cars ; leg broken ; want of caution.

LITTLE MIAMI DIVISION.

August 22, 1872. George Davis, near Spring Valley : killed ; stealing a ride, fell off.

September 3, 1872. J. Lansberry, Morrow : killed by engine ; on track ; intoxicated.

September 25, 1872. Oscar Starkey, baggage-master, Morrow ; killed coupling cars ; want of caution.

December 17, 1872. George Gregory, employe, Columbus ; injured coupling cars ; "squeezed ;" want of caution.

December 27, 1873. A. Wilson, employe, Morrow : injured ; fell between cars ; leg crushed ; want of caution.

January 11, 1873. Walter Smith, Harbines : injured ; walking on track, struck by engine.

January 17, 1873. M. Martin, near Columbus : train off track ; slightly injured.

January 17, 1873. John Whiteland, passenger, Columbus : injured ; intoxicated ; fell under car ; arm broken ; want of caution.

May 6, 1873. Wm. Pritchard, Milford : injured ; fell between cars ; wrist cut off.

May 30, 1873. Unknown man, Freeport : killed ; walking on track ; struck by engine.

June 14, 1873. George Baker, Eldorado : killed ; walking on track.

COLUMBUS CHICAGO AND INDIANA CENTRAL DIVISION.

July 30, 1872. — Glenn, (boy) New Paris : injured ; stealing ride ; fell between cars ; crushed one hand and leg ; leg and part of hand amputated.

August 17, 1872. John F. Gorsuch, employe, Bradford : injured coupling cars ; arm crushed ; want of caution.

September 17, 1872. James Forestal, employe, Columbus : injured ; engine fell on him ; left arm broken ; cause beyond his control.

September 17, 1872. Michael Hobert, employe, Columbus : injured ; engine fell on him ; badly bruised ; cause beyond his control.

September 17, 1872. E. K. Alexander, employe, St. Paris : injured attempting to get on train in motion ; badly bruised ; want of caution.

September 21, 1872. Oliver Cloud, employe, Piqua : injured coupling cars ; hip broken and injured internally ; want of caution.

October 17, 1872. Charles Watmiller, Piqua : killed attempting to get on flat-car in motion. E. A. Kitzmiller, Coroner.

October 27, 1872. Ed. Butler, employe, Urbana : injured staking cars ; thumb crushed ; want of caution.

October 27, 1872. George Spade, employe, Covington : injured ; train ran over cow ; leg broken and bruised about the body ; and J. Bamberger, employe, injured by same accident ; slightly bruised ; cause beyond their control.

October 27, 1872. John Thompson, employe, Covington: killed; engine fell on him; cause beyond his control. E. A. Kitzmiller, Coroner.

November 13, 1872. Michael Connors, employe, near St. Paris: injured; tie fell on foot, crushing it; cause beyond his control.

November 16, 1872. James Murry, employe, Columbus; injured coupling cars; middle finger amputated; want of caution.

November 28, 1872. Martin Dirk, employe, Columbus: injured coupling cars; thumb crushed; want of caution.

November 30, 1872. E. A. Kerr, employe, Hilliards: injured coupling cars; hand badly crushed; want of caution.

December 23, 1872. Frank Alhand, employe, Westville: killed coupling cars; want of caution.

January 2, 1873. C. Neiswander, employe, Unionville: injured unloading freight; hand crushed; want of caution.

January 6, 1873. Louis Claypool, employe, Columbus: injured coupling cars; collar bone broken; want of caution.

January 24, 1873; W. M. Romoser, employe, Columbus: injured coupling; one finger amputated; want of caution.

January 24, 1873. George Green, employe, Pleasant Valley: killed; fell under cars; want of caution. No coroner.

January 25, 1873. R. Pierce, employe, Westville: injured; train parted. head bruised; want of caution.

February 13, 1873. W. W. Johnson, employe, Pleasant Valley: injured coupling cars; hand crushed; want of caution.

February 14, 1873. John Troutfeller, employe, Columbus: killed; caught foot in frog; train ran over him; want of caution. P. Eagan, Coroner.

February 25th, 1873. J. Kernie, employe, Columbus: injured coupling cars; fingers pinched; want of caution.

March 31, 1873. B. Stutler, employe, Columbus: injured coupling; arm crushed; want of caution.

April 15, 1873. George Longfellow, employe, Columbus: injured coupling; hand crushed; want of caution.

May 7, 1873. John Parker, employe, Hilliards: injured coupling; arm crushed; want of caution.

May 7, 1873. Wilber Miner, employe, Columbus: injured climbing on cars; both legs cut off; want of caution.

May 11, 1873. Thomas Merrill, employe, Columbus: injured coupling cars; finger crushed; want of caution.

May 15, 1873. John Grogan, St. Paris; killed on track; intoxicated; run over. — Bowersick, Coroner.

May 16, 1873. W. Hunter and boy, Covington: crossing track in wagon; struck by engine; both injured about the head.

June 3, 1873. John Brown, Scioto: killed; stealing a ride, fell under train. P. Eagan, Coroner.

June 6, 1873. Wm. Dunning, employe, Bradford: killed; jumped off cars in motion; want of caution. No coroner.

June 11, 1873. Two passengers at Woodstock: train off track; injured, John Tracey, slightly bruised, and Sarah Lamb, head cut, slightly bruised; cause beyond their control.

RECAPITULATION.

	P. C. & St. L.	L. M. Div.	C. C. & I. C.	Total.
Killed : Employees, causes beyond control.....	6	..	1	7
“ want of caution.....	6	1	4	11
Others	3	4	3	10
	15	5	8	28
Injured : Passengers, causes beyond control...	5	..	2	7
“ want of caution.....	2	1	..	3
Employees, causes beyond control.....	14	..	5	19
“ want of caution.....	26	2	18	46
Others	4	3	3	10
	51	6	28	85

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS-
Thomas A. Scott	Philadelphia, Pa.
George B. Roberts.....	“ “
Josiah Bacon.....	“ “
H. H. Houston.....	“ “
Thomas L. Jewett.....	“ “
Wm. Phillips.....	Pittsburgh, “
Wm. Thaw.....	“ “
J. N. McCullough.....	“ “
Alfred Gaither	Cincinnati, Ohio.
Rollin C. Hurd.....	Mt. Vernon, “
George W. Adams.....	Dresden, “
D. S. Gray.....	Columbus, “
Robert Sherrard, Jr.....	New York.
Thomas A. Scott, President.....	Philadelphia, Pa.
Wm. Thaw, Vice President.....	Pittsburgh, “
J. N. McCullough, General Manager.....	“ “
Thos. D. Messler, Comptroller.....	“ “
John E. Davidson, Auditor.....	“ “
M. C. Spencer, Treasurer.....	“ “
W. H. Barnes, Secretary.....	“ “
Hugh Pitcairn, Cashier.....	“ “
J. H. Barrett, }	Dennison, Ohio.
J. D. Ellison, }	Cincinnati, “
D. W. Caldwell, }	Columbus, “
M. J. Becker, Engineer.....	Pittsburgh, Pa.
F. R. Myers, General Ticket Agent.....	“ “
Wm. Stewart, General Freight Agent.....	“ “
Wm. Mullins, Purchasing Agent.....	“ “

State of Pennsylvania, County of Allegheny, ss :

Thos D. Messler, Comptroller of the Pittsburgh, Cincinnati and St. Louis Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to

be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed]

THOS. D. MESSLER,

Comptroller.

Subscribed and sworn to before me, this 4th day of September, A. D. 1873.

[SEAL]

FRANK SEMPLE,

Notary Public

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

LENGTH OF ENTIRE LINE OPERATED—GIVING TERMINAL POINTS.

From Pittsburgh to Chicago	468.3 miles.
“ Homewood, Pa., to New Castle, Pa.	15 “
“ Lawrence Junction, Pa., to Youngstown, Ohio	20 “
Total	503.3 “
Double main track	50.5 “
Aggregate of sidings, etc.	127.9 “
Total length of rail	681.7 “

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$22,214,285 71
Increase since June 30, 1872..	\$600,000 00
Amount paid in—Common	19,714,285 71
Special guaranteed	2,500,000 00
Total amount paid in	22,214,285 71
Increase since June 30, 1872..	\$600,000 00
Amount of stock paid in per mile (468.3 miles)	47,436 01
Proportion for Ohio (251.3 miles)	11,920,669 31
Stockholders, residents of Ohio: 97.	
Amount of stock held and owned by them June 30	2,590,500 00
Offices for transfer of stock at Pittsburgh and New York.	

DEBT.

First mortgage 7 per cent. bonds, due July 12, 1912	\$5,250,000 00
Second “ 7 “ “ due “ “	5,160,000 00
Second “ 7 “ “ due “ “	2,000,000 00
O. & P. R. R. Bridge 7 per cent. bonds, due May 1, 1876....	58,000 00
P., Ft. W. & C. R'y Co. 7 per cent. construction bonds, due January 1, 1887	100,000 00
Equipment 7 per cent. bonds, due March 1, 1874.....	1,000,000 00
Amount of funded debt	\$13,568,000 00
Decrease since June 30, 1872	\$55,000 00
Amount of floating debt not secured by mortgage	17,229 62
Total amount of funded and floating debt	\$13,585,229 62
Amount of debt per mile (468.3 miles)	29,009 67
Proportion for Ohio (251.3 miles)	7,290,130 07
Total amount of paid in stock and debt	35,799,515 33
Total amount per mile (468.3 miles)	\$76,445 68
Total proportion for Ohio (251.3 miles)	19,210,799 38

COST OF ROAD, ETC.

Total cost entire road and equipment to June 30, 1873.....	\$27,167,529 62
Cost per mile (468.3 miles).....	\$58,013 09
Proportion for Ohio (251.3 miles)	14,578,698 51

CHARACTERISTICS, ETC.

LINE IN OHIO LAID WITH RAIL.

Main track	251 3 miles.
Lawrence Branch main track.....	8 "
Aggregate of sidings and other tracks.....	68.5 "
Total length of rail embraced in preceding heads.....	327.8 "
Weight of rail per yard on main track.....	60 lbs.
Gauge of road	4 ft. 9½ in.
Length of road in Ohio ballasted, 251.3 miles; material used, gravel.	

RAILROADS CROSSED IN OHIO AT GRADE.

Cleveland and Pittsburgh Railroad, Alliance.

Cleveland, Mt. Vernon and Delaware Railroad, Orrville.

Atlantic and Great Western Railroad, Mansfield.

Baltimore and Ohio Railroad, Lake Erie Division, Mansfield.

Cleveland, Columbus, Cincinnati and Indianapolis Railway, Crestline.

Cincinnati, Sandusky and Cleveland Railroad, Forest.

Cincinnati, Hamilton and Dayton Railroad, Lima.

Niles and New Lisbon Railway, Leetonia.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade in Ohio: 413.

BRIDGES, STATIONS, ETC, IN OHIO.

Bridges.

Wood, 50; aggregate length, 4,284 feet; iron, 21; aggregate length, 1,332 feet; stone, 1, 16 feet; total number, 72; length, 5,632 feet.

Built within the year ending June 30.

At Alliance, No. 12, iron, 24 feet.

At Gross Run, W. D., stone arch, 16 feet.

Greatest age of bridges—wood, 12 years; iron, 11 years.

No trestles.

Stations, etc.

Passenger and freight, 134.

Water and fuel combined, 51.

Engine-houses, 17.

Shops for repairs, 13.

Fencing.

Length built within the year ending June 30: 12 miles. Cost per rod: \$1.60.

Additional necessary to inclose road on both sides: (1872 report incorrect) 256 miles.

Reasons why not completed: Are fencing now.

EQUIPMENT—ENTIRE LINE

	Number.	Av'ge weight.	Av'ge cost.
Locomotives.....	245	*40,000 lbs.	*\$3,500
Express and baggage cars	54	.....	600
Passenger cars.....	96	.....	1,250
Drawing room and sleeping cars	21	.....	.....
Freight cars	5135	.....	300
Other cars.....	58	.....	300

EQUIPMENT—NOT OWNED BY THE COMPANY.

Drawing room and sleeping cars, 21; owned by Pullman Palace Car Company.

Terms of service: [Not reported.]

Brake in use on passenger cars: Westinghouse Air Brake.

Method of bridging between passenger cars: Stont oak plank.

HEATING AND LIGHTING OF CARS.

Method of heating: Dripp's patent safety stove and Baker's hot air heater.

Means of lighting same: Candles and lard oil.

Total number of persons employed in operating the road, entire line, 6,054; proportion for Ohio, 2,150.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains, not limited on E. D., on W. D.	40 miles.
Average rate of same, including stops	25 "
Highest rate allowed mail and accommodation trains	30 "
Average rate of same, including stops, E. and W. Div	15 & 25 "
Highest rate allowed freight trains	15 "
Average rate of same, including stops, E. and W. Div.....	12 & 10 "

RATES OF TRANSPORTATION.

PASSENGERS.

Fare charged for the respective classes per mile:

	First.	Second.
Highest fare for the shortest distance carried.....	5 cts.	.....
Highest for more than 8 and less than 30 miles	3.50 "	.....
Highest for more than 30 and less than 100 miles.....	3.50 "	.....
Highest for the whole length of the main road in Ohio	3.50 "	2.50 cts.
Lowest fare for through passengers.....	2 "	1.40 "

Amount charged in addition to regular passenger fare in sleeping or other cars run on your road: Berth, \$2.00; section, \$4.00.

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes—through and local:

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried	34 cts.	34 cts.	34 cts.	30 cts.	25 cts.
Highest for more than 5 and less than 30 miles	5 "	5 "	4.50 "	4 "	3.50 "
Highest for more than 30 and less than 100 miles	5 "	4.50 "	4 "	3.50 "	3 "
Highest for the whole length of the main road in Ohio	4 "	3.25 "	3 "	2.50 "	2 "
Lowest rate for through freight.....	1.20 "	.....	.....	.....	.....

* Including tenders.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Adams Express Co.

State on what terms as to rates, use of track, machinery, repair of cars, etc. \$457.50 per day.

Name and post-office address of the principal agent or officer in Ohio:

J. H. Rhodes, Cincinnati, Ohio.

What freight, transportation and other special lines run on your road?

1. Union Line, owned by Pennsylvania Company, operating this railway.

2. Pittsburgh and Western Company.

State terms as to rates, use of track, machinery, repair of cars, etc. with each.

1. To establish and maintain, at its own expense, independent and efficient agencies in the principal cities of the East and West, and generally to co-operate with the officers of the company in establishing the line in public favor; furnish its own cars and keep them in repair, subject to the approval of the car inspector of the railway company; pay all expenses, including loss and damage of freight, connected with the shipment and delivery of freight, and pay to the railway company specified rates, which rates are based upon an average of the prevailing rates charged by the railway company for similar freight.

The railway company pay to the transportation company three mills per ton per mile, for use of its cars, and have a general supervision of the rates and business.

2. To establish their own rates, which shall not be less than for similar traffic charged by Pittsburgh, Fort Wayne and Chicago Railway.

They furnish their own cars, and pay to the Pittsburgh, Fort Wayne and Chicago Railway Company, for hauling, one and one-half cents per ton per mile, and one-half the difference between this and the gross earnings of the cars.

The Pittsburgh and Western Company receive no mileage for its cars, but as an equivalent the Pittsburgh, Fort Wayne and Chicago Railway make all repairs and renewals to such cars

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

Re-rolled iron	125.98 miles.
Steel rail (weight 60 lbs. per yard).....	35 "
Total	160.98 miles.
Steel and "capped" rail in use, entire line.....	35 "

MILEAGE OF LOCOMOTIVES AND CARS—ENTIRE LINE.

Locomotives.

Hauling passenger trains.....	1,896,744
" freight trains	5,588,896
" construction and other trains	385,026
Total	7,870,666

Cars.

Passenger cars	5,408,991
Express and baggage cars	2,782,938
Freight cars	50,547,000
Caboose cars	3,575,566
Empty cars	10,503,377
Total	72,817,872

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries in Ohio to passengers, fatal and non-fatal	\$225 00
“ “ employees, “ “	50 00
Damages paid for animals killed in Ohio	389 00
Loss and damage of goods and baggage—entire line	29,279 68

NUMBER OF ANIMALS KILLED IN OHIO.

8 horses, 35 cattle, 9 sheep, 11 hogs; total	63
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FUEL CONSUMED.

Wood, 53,860 cords; coal, 120,993 tons.

DOINGS IN TRANSPORTATION—ENTIRE LINE.

Passengers.

Number carried of all classes	2,134,653
Average number carried in each car	35
Total mileage, or number carried one mile	95,517,910
Average number of miles traveled by each	44.74
“ amount received for each	\$1 18.09
“ amount per mile received for each	02.64

Freight.

Tons carried—	
Through	965,651
Local	1,400,195
	2,365,846
Average tons freight in each car	7
Total movement, or tons carried one mile	488,628,211
Average amount received for each ton	\$2 97.47
Average amount per mile received for each ton	01.44

TONNAGE—CLASSIFIED.

	Tons.
Coal and coke	516,379
Ores	185,826
Railroad iron (rails)	67,766
Lumber and other forest products	168,578
Live stock	405,956
Agricultural products (except grain)	41,560

	Tons.
Flour and grain	216,176
Manufactures, including agricultural implements	435,066
Merchandise and other articles	215,896
Miscellaneous	112,643
Total	2,365,846

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.	
Passenger transportation—	
Through	\$1,077,675 82
Local	1,443,124 49
	<u>\$2,520,800 31</u>
Freight transportation—	
Through	\$2,854,136 37
Local	4,183,755 00
	<u>7,037,891 37</u>
From mail	140,850 00
“ express	149,301 00
“ all other sources of income, including rents, etc.	132,223 50
Total earnings	<u>\$9,951,066 18</u>

OPERATING EXPENSES.	
Maintenance of way and structures	\$1,336,153 01
Maintenance of cars	654,698 38
Motive power	1,626,904 55
Conducting transportation	1,680,676 25
Taxes—Ohio	\$231,727 13
Pennsylvania	19,630 26
Indiana	30,789 40
Illinois	28,482 52
United States	342 00
Other general expenses	138,556 39
Total general expenses	<u>449,527 70</u>
Total operating expenses, being 58.09 per cent. of earnings	<u>\$5,797,959 89</u>
Net earnings	<u>\$4,183,106 29</u>

AMOUNTS PER MILE (503.3 MILES.)

Earnings	\$19,831 24; proportion for Ohio (259.7 miles) .	\$5,150,173 03
Operating expenses	11,519 88; “ “	2,991,712 83
Net earnings	8,311 36; “ “	2,158,460 19

PAYMENTS IN ADDITION TO OPERATING EXPENSES

Interest on bonds	\$976,200 00
Dividends, rate 7 per cent. on guaranteed special stock	164,500 00
Dividends, rate 7 per cent. on common stock	1,380,000 00
Applied to sinking fund	104,100 00

Construction of new work.....	423,410 97
Additional equipment.....	417,661 37
Additional real estate.....	33,335 15
Total	<u>\$3,504,207 49</u>

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

July 2, 1872. Wm. Webb, employe, Salem, hand slightly injured coupling cars; want of caution.

July 4, 1872. W. Mullady, employe, Mansfield, jumped from train in motion; died from injuries; want of caution; no inquest.

July 20, 1872. Jerry Oswalt, employe, Massillon, injured coupling cars; arm bruised; want of caution.

July 29, 1872. P. Cuenot, passenger, Alliance, running after train; foot injured; want of caution.

August 13, 1872. J. J. Overhouse, Bucyrus, struck by engine; head and side badly injured; since recovered.

September 13, 1872. Jos. Knowles, employe, Canton, arm injured coupling cars; want of caution.

September 19, 1872. J. Spang, employe, Kirby; injured; two fingers broken coupling cars; want of caution.

September 21, 1872. A. Myers, Upper Sandusky, killed; struck by bumper of engine.

September 26, 1872. E. Barrell, Salem, killed running across track in front of train.

October 5, 1872. W. Kerr, employe, Massillon, injured; fell from train; cut on head; want of caution.

October 8, 1872. T. P. Slater, employe, Upper Sandusky, injured; hand caught between dead-woods and crushed; want of caution.

October 10, 1872. W. P. Blake, killed; struck by steps of passenger car.

October 25, 1872. Wm. Faulkner, Lima, killed; struck by wood train.

November 26, 1872. Mrs. B. Fisher, Bucyrus, killed running across track in front of train.

December 4, 1872. W. Tidball, Alliance, killed; struck by train.

December 6, 1872. T. McCauliff, employe, Upper Sandusky, killed; head out of window of caboose; struck by cattle chute; want of caution.

December 14, 1872. Wm. Albany, Beaver Falls, run over by engine; died; verdict exonerated company and employes from blame.

January 8, 1873. Unknown, Crestline, killed; running on track, struck by train.

January 16, 1873. T. A. Spencer, passenger, injured; fell from train; hurt in back; want of caution.

January 31, 1873. R. Beidler, Washington, killed; stepped on end of ties, was struck by bunting beam of engine.

January 31, 1873. A. G. Estry, Dunkirk, injured; jumped from car; broke his leg; want of caution.

March 28, 1873. H. Sproat, employe, Massillon, injured coupling cars; end of thumb cut off; want of caution.

March 30, 1873. Jas. McCully, employe, Mansfield injured, coupling cars; hand caught; want of caution.

April 3, 1873. Wm Vallance, employe, Youngstown, killed ; run over by engine ; want of caution.

April 14, 1873. G. H. McKinley, employe, Youngstown, injured coupling cars ; two fingers hurt ; want of caution.

April 14, 1873. M. E. Sinsell, employe, Alliance, killed attempting to make coupling ; want of caution.

April 18, 1873. T. McCaffrey, employe, Columbiana, injured attempting to get on caboose ; left foot crushed ; want of caution.

May 3, 1873. M. Shearer, employe, Orrville, killed coupling cars ; run over ; want of caution.

May 25, 1873. Wm. Blake, employe, Orrville, killed ; collision ; neglected orders.

June 23, 1873. R. Tanks, employe, head injured looking out of window ; want of caution.

RECAPITULATION.

Killed—Employees—from want of caution.....	6
Others	9
Total.....	15
Injured—Passengers—from want of caution	2
Employees “ “	12
Others	1
Total.....	15

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Geo. W. Cass.....	Pittsburgh, Pa.
Springer Harbaugh.....	“ “
Kent Jarvis.....	Massillon, Ohio.
J. Edgar Thomson.....	Philadelphia, Pa.
R. R. Springer.....	Cincinnati, Ohio.
John Sherman.....	Mansfield, “
Pliny Hoagland.....	Fort Wayne, Ind.
Jesse L. Williams.....	“ “
William B. Ogden.....	Chicago, Ill.
J. F. D. Lanier.....	New York city.
Louis H. Meyer.....	“
Samuel J. Tilden.....	“

OFFICERS OF PENNSYLVANIA COMPANY OPERATING.

Thomas A. Scott, President.....	Philadelphia, Pa.
William Thaw, Vice-President.....	Pittsburgh, “
J. N. McCullough, General Manager.....	“ “
Thos D. Messler, Comptroller.....	“ “
J. P. Farley, Auditor.....	“ “
Wm. H. Barnes, Secretary and Treasurer.....	“ “
J. P. Henderson, Cashier.....	“ “
R. Wiggim, Superintendent E. Div.....	“ “
C. D. Gorham, Superintendent W. Div.....	Fort Wayne, Ind.

S. J. Williams, Master of Transportation.....	Pittsburgh, Pa.
J. W. Clarke, " "	" "
H. D. Ellenwood, " "	Fort Wayne, Ind.
S. M. Cummings, Master Mechanic	Pittsburgh, Pa.
J. M. Boon. " "	Fort Wayne, Ind.
F. Slataper, Engineer.....	Pittsburgh, Pa.
F. R. Myers, General Ticket Agent	" "
Wm. Stewart, General Freight Agent	" "
Wm. Mullins, Purchasing Agent.....	" "

State of New York, County of New York, ss. :

George W. Cass, President of the Pittsburgh, Fort Wayne and Chicago Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said Company, from its books and records, and having carefully examined the same, believes them to be a true, full and correct exhibit of the condition and affairs of said Company on the 30th day of June, A. D. 1873.

(Signed.)

G. W. CASS, *President.*

Attest : F. M. HUTCHINSON, *Secretary.*

Subscribed and sworn to before me, this 5th day of September, A. D. 1873.

M. TURNER FORMAN, *Notary Public.*

ROCKY RIVER RAILROAD COMPANY.

LENGTH OF LINE—GIVING TERMINAL POINTS.

From Cleveland to Rocky River	5.53 miles.
Aggregate of sidings .....	.36 "
Total length of rail	5.89 "

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$50,000 00
Amount paid in, common	75,862 75
Amount of per mile (5.53 miles)	\$13,718 40
Stockholders, residents of Ohio, 33.	
Amount of stock held and owned by them June 30.	75,850 00

DEBT.

Funded debt, 1st mortgage, 7 per cent. bonds, due October 1, 1873.	30,000 00
Amount of floating debt not secured by mortgage	6,450 00
Decrease since June 30, 1872	1,050 00
Total amount of funded and floating debt	36,450 00
Decrease since June 30, 1872	1,050 00
Amount of debt per mile (5.53 miles)	6,591 32
Total amount of paid-in stock and debt	\$112,312 75
Total amount per mile (5.53 miles)	\$20,309 72

COST OF ROAD, EQUIPMENT, ETC.

Right of way	\$3,587 90
Construction	87,910 53
Equipment	20,187 87
Other items of cost not included above	14,282 00
Cost per mile (5.53) miles)	\$22,779 08
	\$125,963 30

CHARACTERISTICS, ETC.

LINE LAID WITH RAIL.

Main track	5.53 miles.
Aggregate of sidings and other tracks .....	.36 "
Total length of rail embraced in preceding heads	5.89 "
Weight of rail per yard on main track, 30 pounds; gauge of road, 4 feet 8 inches.	
Length of road ballasted: All, with sand and gravel.	

FENCING.

Length built within the year ending June 30: 180 rods. Cost per rod: \$1.25.

Additional necessary to inclose road on both sides: [About 5½ miles.]

Reasons why not completed: Not required by owners of the land.

EQUIPMENT.

	Number.	Average Weight.	Average Cost.
Locomotives	2	14,000 lbs.	\$5,000 00
Passenger cars.....	6	18,000 "	1,600 00
Other cars.....	3	.....	195 96

Brake in use on passenger cars: Common.

Method of bridging between passenger cars: Usually run but one car.

HEATING AND LIGHTING OF CARS.

Method of heating: Coal-burning stoves, securely fastened.

Means of lighting same: Candles.

Total number of persons employed in operating the road: 7.

SPEED OF TRAINS PER HOUR.

Highest rate allowed for express and passenger trains	20 miles
Average rate of same, including stops	12 "

RATES FOR TRANSPORTATION.

Highest fare for the shortest distance passengers are carried, 5 cents.

" " per mile for whole length of road, 3.60 cents.

Lowest " " " " " 1st class, 2 cents; 3d class, 1 cent.

MILEAGE.

Of locomotives hauling passenger cars.....	32,295
" passenger cars.....	48,441

AMOUNT PAID FOR DAMAGES, ETC.

For injury to person	\$5 00
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FUEL CONSUMED.

Wood, 2 cords; coal, 227 tons.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes.....	147,389
Average number carried in each car	33½
Total mileage, or number carried one mile	736,945
Average number of miles traveled by each	5
Average amount received for each	\$0 10
Average amount per mile received for each	02

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation.....	\$14,738 67
" all other sources of income, including rents, etc.....	225 73
Total earnings.....	\$14,964 60

OPERATING EXPENSES.

Maintenance of way and structures	\$1,465 03	
Maintenance of cars	132 68	
Motive power	4,620 04	
Conducting transportation	2,160 61	
Taxes	\$656 54	
Interest on floating debt	377 89	
Other general expenses	578 26	
Total general expenses	1,612 69	
Total operating expenses, being 66.76 per cent. of earnings	9,991 05	
Net earnings	\$4,973 55	

AMOUNTS PER MILE (5.53 MILES).

Earnings	\$2,706 07
Operating expenses	1,806 70
Net earnings	899 37

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From sale of real estate	\$500 00
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PAYMENTS.

Interest on bonds	\$1,592 22
Floating debt liquidated	1,050 00
Construction of new work	299 42
Total	\$2,941 64

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock	\$75,850 00
Stock scrip	12 75
Bonds	30,000 00
Floating debt	6,450 00
Profit and loss	17,035 71
	<u>\$129,348 46</u>

ASSETS.

Construction	\$125,968 36
Personal account	86 88
Land contracts	1,350 00
Cash	1,943 28
	<u>\$129,348 46</u>

ACCIDENTS TO PERSONS.

Statement for the year ending June 30 of all casualties resulting in injuries to persons giving extent and cause thereof:

May 26, 1873. Mrs. Lehmann, at West Cleveland, injured walking on track, which came close to the fence; slightly pinched.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Hiram Barrett	Cleveland, Ohio.
Dan. P. Rhodes	" "
Elias Sims.....	" "
J. H. Sargent	" "
P. G. Watmough.....	" "
Henry Lower	" "
Geo. F. Marshall	" "
Hiram Barrett, President and Treasurer.....	Cleveland, Ohio.
Charles Pease, Secretary	" "
Geo. G. Mulhern, Superintendent.....	" "

State of Ohio, County of Cuyahoga, ss :

Hiram Barrett, President of the Rocky River Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A.D. 1873, according to the best of his knowledge and belief.

(Signed)

HIRAM BARRETT, *President.*

Subscribed and sworn to, before me, this 25th day of August, A.D. 1873.

[SEAL.]

GEORGE TOWNSEND, *Notary Public.*

SANDUSKY, MANSFIELD AND NEWARK RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LENGTH OF ENTIRE LINE—GIVING TERMINAL POINTS.

From Sandusky, via Mansfield, to Newark.....	116.25 miles.
Aggregate of sidings, etc	13.92 “
Total length of rail	130.17 “

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,000,000 00
Amount paid in—common	938,000 00
Increase since June 30, 1872	\$7,377 00
Amount of stock paid in per mile (116 $\frac{1}{4}$ miles).....	8,068 81
No transfer office out of the State.	

DEBT.

First mortgage 7 per cent. bonds, due July, 1900.....	\$2,309,743 93
Increase of funded debt since June 30, 1872	\$2,000 93
Amount of debt per mile (116 $\frac{1}{4}$ miles).....	19,869 62
Total amount of paid-in stock and debt	\$3,247,843 93
Total amount per mile (116 $\frac{1}{4}$ miles)	\$27,938 43

COST OF ROAD, Etc.

Right of way, construction and equipment, no record: total cost.....	\$3,241,660 74
Cost per mile (116 $\frac{1}{4}$ miles)	\$27,885 25
Value of real estate owned by company, exclusive of roadway	85,300 00

RECEIPTS, EXPENDITURES, Etc., FOR YEAR ENDING JUNE 30.

RECEIPTS.

From subscriptions to capital stock	\$7,377 00
“ sale of bonds.....	2,000 93
“ lessee for rent of road	\$174,350 00
“ “ “ interest on bonds, etc.....	1,000 00
	175,350 00
Total	\$184,727 93

EXPENDITURES.

For interest on bonds	\$161,490 00
“ expense of organization	5,541 00
Total	\$167,031 00

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock	\$933,000 00	
Funded debt.....	2,309,743 93	
Profit and loss	46,725 54	
Due corporations	3,886 10	
Coupon account	2,660 00	
	<hr/>	\$3,301,115 57

ASSETS.

Railway property	\$3,241,660 74	
Due from corporations	50,219 56	
Cash on hand	5,534 14	
Expense account	3,701 13	
	<hr/>	\$3,301,115 57

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
A. H. Moss	Sandusky, Ohio.
E. B. Sadler	" "
W. G. Lane	" "
J. O. Moss	" "
John Gardiner	Norwalk, "
L. J. Tracy	Mansfield, "
H. B. Curtis	Mt. Vernon, "
W. C. Quincy.....	Columbus, "
— Kibler	Newark, "
John Gardiner, President	Norwalk, "
J. O. Moss, Treasurer	Sandusky, "

State of Ohio, County of Erie, ss :

J. O. Moss, Treasurer of the Sandusky, Mansfield and Newark Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed]

J. O. MOSS, *Treasurer.*

Subscribed and sworn to before me this 8th day of September, A. D. 1873.

[Seal]

FREDERICK W. COGSWELL,
Notary Public.

REPORT OF THE BALTIMORE AND OHIO RAILROAD COMPANY, LESSEE.

CHARACTERISTICS, ETC.

LINE LAID WITH RAIL.

Main track	116.25 miles.
Aggregate of sidings, etc	13.92 "
Total length of rail embraced in preceding heads	130.17 "
Weight of rail per yard on main track.....	60 and 64 lbs.
Gauge of road.....	4 ft. 9½ in.
Length of road ballasted: 116.25 miles. Material used: 112½ miles gravel, 4 miles stone.	
Length re-ballasted since June 30, 1872: 13.50 miles. Material used: gravel.	

RAILROADS CROSSED AT GRADE.

Central Ohio Division B. & O. R. R., at Newark.
 Cleveland, Mt. Vernon and Delaware R. R., at Mt. Vernon.
 Atlantic and Great Western R. R., at Mansfield.
 Pittsburgh, Ft. Wayne and Chicago R'y, at Mansfield.
 Cleveland, Columbus, Cincinnati and Indianapolis R'y, at Shelby Junction.
 Lake Shore and Michigan Southern R'y, at Monroeville.
 " " " 1½ miles south of Sandusky.
 " " " at Sandusky.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? All but Cleveland, Mt. Vernon and Delaware.

Number of highways crossed at grade, 149.

BRIDGES, TRETTLES, STATIONS, ETC.

Bridges.

Wood	20	Aggregate length.....	2,299 feet.
Iron	1	Length	86 "
			———— 2,385 feet.

Greatest age: wood, 16 years; iron, 2 years. Kept in perfect condition and repair.

Trestles.

54; aggregate length, 3,000 feet; greatest age, 7 years.

Stations.

Passenger, 3; combined, 21; total—24.

Water, 11; fuel, 3; total—14.

Engine-houses, 2.

Shops for construction and repairs, 4.

Fencing.

Length built within the year ending June 30, 12 miles; cost per rod, \$1.40.

Additional necessary to inclose road on both sides, 6 miles.

Reasons why not completed: Nearly all the balance has to be built by land-owners.

EQUIPMENT.

Locomotives, 31; average weight, * 91,000 lbs.

Express and baggage cars, 10; average weight, 19,000 lbs.

Passenger cars, 15; average weight, 24,000 lbs.

Freight cars, 339; average weight, 18,000 lbs.

Brake in use on passenger cars: Wheel, or hand-brake.

Method of bridging between passenger cars: A movable platform or bridge.

" heating and lighting of cars: Heated by Air-tight wood-stove.

Means of lighting same: Candles.

Total number of persons employed in operating the road, 831.

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains.....	35 to 40 miles.
Average rate of same, including stops.....	27 "
Highest rate allowed mail and accommodation trains.....	30 to 35 "
Average rate of same, including stops.....	24 "
Highest rate allowed freight trains.....	15 "
Average rate of same, including stops.....	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged for the respective classes per mile:

	First.	Second.
Highest fare for the shortest distance carried (no charge less than 15 cents, shortest distance 2½ miles between stations).....	6 cts	.. cts.
Highest for more than 8 and less than 30 miles.....	4 "	.. "
Highest for more than 30 and less than 100 miles.....	3.40 "	2 "
Highest for the whole length of the main road.....	3.40 "	2 "
Lowest fare for through passengers.....	2 "	1.25 "

No addition to ticket rates if fare is paid on trains.

FREIGHT.

Rate charged per ton per mile for the various classes:

	First.	Second.	Third.	Fourth.
Highest rate for shortest distance carried (1 mile). 66 cts.†	60 cts.	53 cts.	47 cts.	
Highest for more than 5 and less than 30 miles. 12 "	9.60 "	8 "	7.40 "	
Highest for more than 30 and less than 100 miles. 7 "	6 "	5 "	4.30 "	
Highest for the whole length of the main road... 6.40 "	5.50 "	4.70 "	4 "	
Lowest rate for through freight..... 3 "	2.20 "	1.80 "	1 "	

* Including tenders.

† Practically, these rates are inoperative, as we carry nothing between stations than are only one mile apart.

Report of Commissioner.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? United States.

State on what terms as to rates, use of track, machinery, etc.:

Fifty dollars per day, and twenty-five cents per 100 pounds for all weight in excess of 6,000 pounds.

Name and post-office address of the principal agent or officer in Ohio:

H. Kipp, Vice President, Buffalo, New York.

No freight, transportation or other special lines run on this road; the company own and control their own fast freight lines.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail (weight 64 lbs. per yard)	22.14 miles.
Spliced and mended iron	22.69 "
Total	44.83 "

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	143,080
" freight trains	547,454
" construction and other trains	206,400
Total	896,934

Cars.

Passenger cars	364,574
Express and baggage cars	165,290
Freight cars	5,060,454
Cars in construction and other trains	200,250
Total	5,790,568

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For injuries to passengers, fatal and non-fatal	\$19,471 85
" " " employes, " " "	631 05
For loss and damage of goods and baggage	528 09

ANIMALS KILLED.

4 Horses; amount of damages paid	\$465 00
4 Cattle; "	125 00
Total	\$590 00

FUEL CONSUMED.

Wood, 1,243 cords; coal, 25,690 tons.

DOINGS IN TRANSPORTATION.

Passengers.

Number carried of all classes	193,597
Average number carried in each car	14
Total mileage or number carried one mile	5,088,190
Average number of miles traveled by each	26.28
Average amount received for each	\$0 88
Average amount per mile received for each	3.35

<i>Freight</i>	
Tons carried	372,011
Average tons freight carried in each car	6 $\frac{1}{4}$
Total movement, or tons carried one mile	31,919,523
Average amount received for each ton	\$1 39
Average amount per mile received for each	1.62

TONNAGE CLASSIFIED.

	Tons.
Coal	158,720
Number and other forest products	7,830
Miscellaneous	205,461
Total	372,011

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.	
From passenger transportation	\$170,366 19
“ freight transportation	517,096 26
“ mail	11,600 00
“ express	16,187 85
Total earnings	\$715,250 30

OPERATING EXPENSES.

Maintenance of way and structures	\$244,022 90
Maintenance of cars and motive power	175,456 77
Conducting transportation	169,386 50
Taxes	\$13,262 23
Other general expenses	32,015 93
Total general expenses	45,278 21
Total operating expenses, being 88.66 per cent. of earnings	\$634,144 38
Net earnings	\$81,105 92

AMOUNTS PER MILE (116 $\frac{1}{2}$ MILES).

Earnings	\$6,152 69
Operating expenses	5,455 00
Net earnings	697 69

ACCIDENTS TO PERSONS.

Statement for the year ending June 30th, of all casualties resulting in injuries to persons, giving extent and cause thereof:

August 24, 1872. Frank Fowler, employe, at Mansfield: injured coupling cars; hand mashed: want of caution.

September 5, 1872. Eight passengers—James Shields, Charles Marten, E. E. White, Beach Harris, George Blystone, C. Scott, William Lemley and Charles E. Lee, at Independence—on the way from the State Fair at Mansfield, by collision with a freight train, were killed; want of caution, being on platforms when there was sufficient room in the cars. Inquest: W. H. Race, coroner.

By same collision thirty-five passengers were injured—cause beyond their control—viz: Mrs. S. Phillips, injured in the breast; A. H. McClellan, leg broken, knee crushed; C. Wilgus, right leg fractured; L. M. Stump, leg broken; D. Hattan, leg fractured; H. Sampson, thigh fractured; Mrs. Henderson, leg broken; John A. Adams, leg broken; E. Ran-

NAME AND RESIDENCE OF OFFICERS OF LESSEE.

	POST-OFFICE ADDRESS.
John W. Garrett, President.....	Baltimore, Md.
John King, Jr., 1st Vice-President.....	"
William Keyser, 2d Vice-President.....	"
W. T. Thelin, Auditor	"
W. H. Ijams, Treasurer	"
William Wing, Cashier	Columbus, Ohio.
W. C. Quincy, General Superintendent	"
Alex. Platt, Master Mechanic	Zanesville, Ohio.
A. C. Hoskins, Assistant Engineer.....	"
L. M. Cole, General Ticket Agent	Baltimore, Md.
N. Guilford, General Freight Agent.....	"
Benjamin Williams, Purchasing Agent	"

State of Ohio, County of Franklin, ss :

W. C. Quincy, General Superintendent of the Lake Erie Division, Baltimore and Ohio Railroad, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said division from the books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said division on the 30th day of June, A.D. 1873, according to the best of his knowledge and belief.

(Signed)

W. C. QUINCY, *Gen'l Superintendent.*

Subscribed and sworn to before me, this 2d day of September, A.D. 1873.

O. L. WOLCOTT, *Commissioner.*

TOLEDO, CANADA SOUTHERN AND DETROIT RAILWAY COMPANY.

This Company was organized July 19, 1872, by a consolidation of the Detroit and State Line Railroad Company, of Michigan, organized February 21, 1872, and the Junction Railway Company of Ohio, organized February 23, 1872.

LENGTH OF PROPOSED LINE, GIVING TERMINAL POINTS.

From Toledo to Detroit.....	57 miles.
Portion in Ohio.....	7 "
Length graded.....	57 "
Length laid with rail.....	43 "
Portion in Ohio laid with rail.....	7 "

CONSTRUCTION ACCOUNT.

The road is building under contract at \$4,500 per mile. It is estimated to be three-fourths finished, amounting in the aggregate to \$1,925,000 00.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,000,000 00
Amount subscribed.....	1,500,000 00
Amount paid in—common	\$1,070,000 00
Stockholders residents of Ohio, 20.	
Amount of stock held and owned by them June 30.....	300,000 00

DEBT.

1st mortgage 7 per cent. bonds, due July 1, 1906	\$855,000 00
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NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.

POST-OFFICE ADDRESS.

John S. Casement.....	Toledo, Ohio.
Charles A. King.....	" "
George W. Davis.....	" "
Milton Courtright.....	New York City.
Sidney Dillon.....	" "
George Goss	Grosse Isle, Michigan.
David Stewart.....	New York City.
John Ross	" "
Kenyon Cox	" "
John S. Casement, President.....	Toledo, Ohio.
Allyn Cox, Secretary.....	New York City.
George W. Davis, Treasurer.....	Toledo, Ohio.
Benjamin F. Ham, Assistant Treasurer	New York City.

State of New York, County of New York, ss :

J. S. Casement, President of the Toledo, Canada Southern and Detroit Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed]

J. S. CASEMENT, *President.*

Subscribed and sworn to before me, this 30th day of November, A. D. 1873.

[SEAL.]

EDWIN F. COREY,

Comm'r for the State of Ohio in New York.

TOLEDO, TIFFIN AND EASTERN RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

[Leased and operated by Pennsylvania Company.]

LENGTH OF ENTIRE LINE, GIVING TERMINAL POINTS.

From Tiffin to Toledo 42 miles.

CONSTRUCTION ACCOUNT.

Expenditures from the date of commencement of the road up to June 30, 1873 inclusive, including the Toledo and Woodville railroad:

For grading, masonry, bridges, timber and ties	\$450,748 53
“ Superstructures: passenger and freight stations, machine-shops and other buildings, iron rails, chairs and spikes, engine and car houses, built and to be built under contract with Pennsylvania Company of date May 4, 1871, part only being completed	988,000 00
“ right of way.....	83,370 93
“ civil engineering	4,437 98
“ interest and discount.....	1,987 25
“ contingent expenses.....	26,531 91
Total	\$1,555,076 60
Amount per mile (42 miles).....	\$37,025 63

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,000,000 00
Amount paid in—common	\$138,000 00
“ preferred	135,511 72
Total amount paid in	273,511 72
Amount of stock paid in per mile (42 miles).....	\$6,512 13
Stockholders, residents of Ohio, 603.	
Amount of stock held and owned by them June 30.....	135,511 72

DEBT.

1st mortgage 7 per cent. bonds, due April 1, 1902.....	\$850,000 00
Amount of floating debt, not secured by mortgage, adjusted.....	6,564 88
Total amount of funded and floating debt.....	\$856,564 88
Amount of debt per mile (42 miles)	20,394 40
Total amount of paid in stock and debt.....	\$1,130,076 60
Total amount per mile (42 miles).....	26,906 58

COST OF ROAD, ETC.

Right of way	\$3,370 93	
Construction	*1,438,748 53	
Other items not included above.....	32,957 14	
	<hr/>	
Cost per mile (42 miles).....	\$37,025 63	\$1,155,076 60

CHARACTERISTICS, ETC.

LINE LAID WITH RAIL.

Total length of rail, main track.....	42 miles.
Weight of rail per yard on main track.....	52 lbs.
Gauge of road.....	4 ft. 9½ in.
Length of road ballasted : 42 miles; material used : gravel.	

RAILROAD CROSSED AT GRADE.

Lake Erie and Louisville Railway, at Lorain.
 Do all trains on your road stop at this crossing? Yes.
 Are flagmen stationed there? Yes.
 Number of highways crossed at grade, 50.

BRIDGES, TRETTLES, ETC.

Bridges all Built within the year ending June 30.

Location.	Construction.	Material.	Length
Bettsville.....	Howe truss.	Wood.	85 feet.
Woodville	"	"	157 "
Lake Shore crossing.....	"	"	100 "
Maumee River.....	"	"	1,307 "
Total			<hr/> 1,649 "

Trestles.

14; aggregate length, 3,281 feet.

Stations, etc.

Passenger and freight combined, 7.
 Water, 3.

Fencing.

Length necessary to enclose road on both sides, 84 miles.
 Reasons why not completed :
 Want of time—contractor failed to comply with his contract.

EQUIPMENT.

None; equipment furnished by Pennsylvania Company.
 No particular equipment allotted to this line.
 Brake in use on passenger cars: Westinghouse air-brake.
 Method of bridging between passenger cars: Board.

* Includes \$425,000 expended by the city of Toledo, for which the company assume the obligation to pay to the city of Toledo the same per cent. on \$400,000 that may be paid in dividends on the preferred stock, but not to exceed 7 per cent. per annum; being, virtually, a donation.

HEATING AND LIGHTING OF CARS.

Method of heating: Dripp's patent safety stove and Baker's hot-air heater.

Means of lighting same: Candles and lard-oil.

Total number of persons employed in operating the road, entire line, about 400 [includes Mansfield, Coldwater and Lake Michigan Railroad, operated by lessee in connection.]

SPEED OF TRAINS PER HOUR.

Highest rate allowed express passenger trains	25 miles.
Average rate of same, including stops	20 "
Highest rate allowed mail and accommodation trains	20 "
Average rate of same, including stops	18 "
Highest rate allowed freight trains	15 "
Average rate of same, including stops	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

Highest fare for the shortest distance carried	4 cents.
Highest for more than 8 and less than 30 miles	3½ "
Highest for more than 30 and less than 100 miles	3 "
Lowest fare for through passengers	2 "

FREIGHT.

Rate charged per ton per mile for the various classes—

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried	29 ets.	23 ets.	20 ets.	17 ets.	14 ets.
Highest for more than 5 and less than 30 miles	12 "	10 "	9 "	7 "	5 "
Highest for more than 30 and less than 100 miles	7 "	6 "	5 "	5 "	3½ "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road?

American Merchants' Union.

State on what terms as to rates, use of track, machinery, repair of cars, etc.

\$25,000 per annum.

No freight, transportation, or other special lines run on this road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron rail (weight, 52 lbs per yard)	42 miles.
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MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	4,446
" freight trains	4,343
" construction and other trains	5,333
Total	14,122

Cars.

Passenger cars	6,500	
Express and baggage cars	4,100	
Freight cars	31,090	
Caboose cars	4,100	
Total		45,790

FUEL CONSUMED.

Wood, 74 cords; coal, 144 tons.

DOINGS IN TRANSPORTATION.

PASSENGERS.

Number carried of all classes	4,369
Average number carried in each car	18
Total mileage, or number carried one mile	85,300
Average number of miles traveled by each	19.52
“ amount received for each	\$0 73.73
“ amount per mile received for each	3 72

FREIGHT.

Tons carried	2,951
Average tons freight in each car	3
Total movement, or tons carried one mile	103,818
Average amount received for each ton	\$1 16.61
Average amount per mile received for each	03.31

TONNAGE CLASSIFIED.

	Tons.
Coal	686
Stone, lime, sand, &c.	10
Railroad iron (iron and steel rails)	250
Lumber and other forest products	641
Live stock	5
Flour	324
Provisions (beef, pork, lard, &c.)	10
Mannfactures, including agricultural implements	621
Merchandise	385
Miscellaneous	19
Total	2,951

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation	\$3,231 29
“ freight transportation	3,441 22
“ express	2,083 33
“ all other sources of income, including rents, etc.	41 36
Total earnings	\$8,797 20
30 R. & T.	

Report of Commissioner.

OPERATING EXPENSES.

Maintenance of way and structures.....	\$423 80	
Motive power.....	1,837 48	
Conducting transportation.....	4,661 58	
General expenses.....	453 05	
Total operating expenses being 83.84 per cent of earnings		7,375 91
Net earnings		\$1,421 29

AMOUNTS PER MILE (42 MILES).

Earnings.....	\$209 46
Operating expenses.....	175 62
Net earnings	33 84

GENERAL BALANCE SHEET, JULY 1, 1873.

LIABILITIES.

Capital stock (preferred).....	\$135,511 72	
“ (common)	138,000 00	
First mortgage bonds	850,000 00	
Bills payable.....	6,564 88	
Profit and loss, city of Toledo	425,000 00	
		\$1,555,076 60

ASSETS.

Right of way	\$83,370 93	
Construction account.....	1,438,748 53	
Expense account	26,531 91	
Interest and discount account	1,987 25	
Engineering account	4,437 98	
		1,555,076 60

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Thomas A. Scott	Philadelphia, Pa.
Wm. Thaw	Pittsburgh, Pa.
J. N. McCulloch	“
W. P. Shinn	“
Wager Swayne.....	Toledo, Ohio.
J. A. Latcha	“
R. W. Shawhan	Tiffin, Ohio.
John T. Huss	“
Luther A. Hall.....	“
Luther A. Hall, President.....	Tiffin, Ohio.
John T. Huss, Secretary and Treasurer	“
J. S. Morris, Superintendent	Toledo, Ohio.

State of Ohio, County of Lucas, ss :

Luther A. Hall, President of the Toledo, Tiffin and Eastern Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, or the nearest approximation thereto he can ascertain and a full and correct exhibit of the condition and affairs of said company, on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief, but it may include some few transactions since that date.

[Signed]

LUTHER A. HALL.

Subscribed and sworn to, before me, this 8th day of September, A. D. 1873.

[SEAL.]

J. H. PITTENGER, *Notary Public.*

TOLEDO, WABASH AND WESTERN RAILWAY COMPANY.

LENGTH OF ENTIRE LINE OPERATED—GIVING TERMINAL POINTS.

From Toledo, Ohio—main line—to Quincy, Ills.....	473	miles.
“ Bluffs, Ills., via Naples Branch, to Naples, Ills.....	3.8	“
“ Decatur, Ills., via St. Louis Div., to East St. Louis.....	108.4	“
“ Lafayette, Ind., via L. M. & B. and L. B. & M., to Bloomington, Ills.....	116.7	“
“ Pekin, Ills., via P. L. & D. R. R., to Decatur, Ills.....	67.2	“
“ Pittsfield Branch	6	“
“ Naples, Ills., via Hannibal and Naples R. R., to Hannibal, Mo.....	46	“
“ Clayton, Ills., to Hamilton, Ills.....	41.5	“
“ Hannibal, Mo., via Hau. and Cent. Missouri R. R., to Moberly, Mo....	70.2	“

Total..... 933.4 miles.

Aggregate of sidings, etc., : Unknown.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$16,000,000	00
Amount paid in—Common	\$15,600,000	00
Preferred	1,000,000	00
Total amount paid in.....	\$16,000,000	00
Amount per mile (602.8 miles)	\$26,542	80
Proportion for Ohio (75.5 miles).....	2,003,981	40

DEBT.

1st mortgage 7 per cent. bonds, due variously.....	\$9,400,000	00
2d mortgage 7 per cent. bonds, due “	5,000,000	00
Consol. mortgage 7 per cent. bonds, due February, 1893...	1,333,000	00
Equipment mortgage 7 per cent. bonds, due May, 1883. ..	600,000	00
Consol. mortgage 7 per cent. bonds, due February, 1907...	2,700,000	00
Amount of funded debt	\$19,033,000	00
Increase since June 30, 1872.....	\$1,333,000	00
No floating debt.		
Amount of debt per mile (602.8 miles)	\$31,574	32
Proportion for Ohio (75.5 miles).....	2,383,861	16

Total amount of paid in stock and debt.....	\$35,033,000	00
Total amount per mile (602.8 miles)	\$58,117	12
Total proportion for Ohio (75.5 miles).....	4,387,842	56

COST OF ROAD, EQUIPMENT, ETC.

Right of way, construction, etc.....	\$33,700,000	00
Cost per mile (602.8 miles)	\$55,905	77
Proportion for Ohio (75.5 miles).....	4,220,885	86

CHARACTERISTICS, ETC.

LINE IN OHIO, LAID WITH RAIL.

Main track	75.5 miles.
Aggregate of sidings and other tracks	15 "
Total length of rail embraced in preceding heads	90.5 miles.
Weight of rail per yard, on main track	57 and 60 lbs.
Gauge of road	4 ft. 8½ in.
Length of road in Ohio ballasted: 70 miles.	
Material used: Sand and gravel.	

RAILROADS CROSSED IN OHIO AT GRADE.

Lake Shore and Michigan Southern Railway, Toledo.
 Do all trains on your road stop at this crossing? Yes.
 Are flagmen stationed there? Yes.
 Number of highways crossed at grade in Ohio: 48.

BRIDGES, TRESTLES, ETC, IN OHIO.

Bridges.

Wood, 2; aggregate length, 231½ feet; iron, 1; length, 677 feet; iron and wood, 2;
 aggregate length, 200 feet; total, 1,108½ feet.
 Greatest age: wood, 5 years; iron, 2 years.

Trestles.

5; aggregate length, 1,350 feet; greatest age, 4 years.

Stations, etc.

Passenger, 2; freight, 1; combined, 8. Total, 11.
 Water, 5; fuel, 2; total, 7.
 Engine-houses, 1—value unknown; shops for construction and repairs, 2.

Fencing.

Length built within the year ending June 30: Unknown.
 Cost per rod: Unknown.
 Length necessary to inclose road on both sides: Unknown.
 Reasons why not completed: Want of means.

EQUIPMENT—ENTIRE LINE.

Locomotives	187	Average weight, includ'g tenders	83,599 lbs.
Express and baggage cars	43	" "	.....
Passenger cars	57	" "	.....
Drawing-room and sleeping cars...	9	" "	.....
Freight cars	2,902	" "	.....
Other cars	1,536	" "	.....

EQUIPMENT—NOT OWNED BY THE COMPANY.

Locomotives	7.	Owned by Wabash Equipment Company.
Express and baggage cars	5	" " " "
Passenger cars	9	" " " "
Drawing-room and sleeping cars	6	" Pullman Palace Car Co.
Freight cars	1,240	" Wabash Equipment Co.

State terms of service :

The Railway Co. use the cars owned by Wabash Equipment Co. same as their own, and pay for them in annual installments. On full payment they become the property of the railway company.

Brake in use on passenger cars : Hand brake and vacuum brake.

Method of bridging between passenger cars : Miller Platform and Coupler.

HEATING AND LIGHTING OF CARS.

Method of heating : Baker's Patent Heaters in Pullman coaches : other coaches, coal and wood stoves.

Means of lighting same : Candles.

Total number of persons employed in operating the road, entire line, 4,350. Proportion for Ohio, 350.

SPEED OF TRAINS, PER HOUR.

Highest rate allowed mail and accommodation trains	25 miles.
Average rate of same, including stops.....	20 "
Highest rate allowed freight trains	15 "
Average rate of same, including stops.....	10 "

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged for the respective classes per mile—

	First.	Second.	Third.
Highest fare for the shortest distance carried.....	4 cts.	2.50 cts.	1.25 cts.
Highest for more than 8 and less than 30 miles	4 "	2.50 "	1.25 "
Highest for more than 30 and less than 100 miles	3.50 "	2.50 "	1.25 "
Highest for the whole length of the main road in Ohio....	3.50 "	2.50 "	1.25 "
Lowest fare for through passengers	2.50 "	2 "	1 "

Amount charged in addition to regular passenger fare in sleeping or other cars run on your road : For seat, \$1 ; berth, \$2 ; section, \$4 ; state-room, \$8.

Is there an addition to ticket rates if fare is paid on trains ? 10 cents.

FREIGHT.

Rate charged per ton per mile for the various classes, through and local—

	First.	Second.	Third.	Fourth.	Fifth.
Highest rate for the shortest distance carried .40 cts.	33 cts.	27 cts.	22 cts.	.....	.....
Highest for more than 5 and less than 30 miles	22 "	18 "	15 "	13 "	.....
Highest for more than 30 and less than 100 miles	11 "	8.50 "	7 "	6 "	.....
Highest for the whole length of the main road in Ohio	9 "	7 "	6 "	5 "	.....
Lowest rate for through freight.....	3 "	2.30 "	2 "	1.30 "	1.25 cts.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ? United States.

State on what terms as to rates, use of track, machinery, repair of cars, etc. : \$300 per day. Railway company supplies cars and keeps them in repair.

Name and P. O. address of the principal agent in Ohio : A. Cone, Superintendent, Toledo.

What freight, transportation and other special lines run on your road ?

Red Line, South Shore Line, Great Western Despatch, Empire Line and Globe Line.

State terms as to rates, use of track, machinery, repair of cars, etc., with each :

Railway company use cars same as their own, and (except in the case of Empire Line) owns its proportion of cars. The lines are co-operative. Rates same as in any other cars in similar service.

Name and P. O. address of the principal agents or officers of each line, in Ohio :

D. C. Baldwin, Agent Red Line, Toledo.

J. C. Morse, Agent South Shore Line and Great Western Despatch, Toledo.

T. A. Slack, Agent Empire Line, Toledo.

Doan Blinn, Acting General Manager Globe Line, Toledo.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID IN OHIO.

Spliced and mended iron	7 miles.
Steel rail (weight 57 lbs. per yard)	5 " 12 miles.
Steel and " capped " rail in use, entire line	40 "

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

Hauling passenger trains	832,539
" freight trains	3,047,996
" mixed, construction and other trains	1,036,828
	<hr/> 4,917,363

Cars.

Accounts not kept so as to show.

ANIMALS KILLED IN OHIO.

6 horses ; amount of damages paid	\$460 00
76 cattle ; " "	1,483 00
Total	<hr/> \$1,943 00

FUEL CONSUMED.

Wood, 19,196 cords.

DOINGS IN TRANSPORTATION, ENTIRE LINE.

PASSENGERS.

Number carried of all classes	615,711
Average number carried in each car per trip	22
Total mileage, or number carried one mile	31,949,243
Average number of miles traveled by each	51.89
Average amount received for each	\$1 73.71
Average amount per mile received for each	03.34

FREIGHT.

Tons carried—Through	463,548
Local	910,844
	<hr/> 1,374,392
Average tons freight in each car per trip : unknown.	

Total movement, or tons carried one mile	292,505,267
Average amount received for each ton.....	\$3 16.79
Average amount per mile received for each.....	01.49

TONNAGE CLASSIFIED.

	Tons.
Coal	163,198
Lumber and other forest products	77,951
Live-stock	117,480
Grain	324,281
Other agricultural products	6,567
Flour	40,994
Provisions (beef, pork, lard, etc.)	21,715
Manufactures, including agricultural implements	5,907
Merchandise	456,371
Miscellaneous	159,928
	<hr/> 1,374,392

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation.....	\$1,069,556 97
From freight transportation—	
Through.....	\$1,734,782 48
Local.....	2,619,185 88
	<hr/> 4,353,968 36
From mail	127,419 69
“ express.....	93,900 00
“ all other sources of income, including rents, etc	313,969 61
	<hr/> Total earnings..... \$5,958,814 63

OPERATING EXPENSES.

Maintenance of way and structures	\$1,496,027 16
Maintenance of cars and motive power.....	1,686,861 38
Conducting transportation.....	1,194,517 85
Taxes—Ohio	\$16,249 02
Indiana	16,772 02
Illinois	65,315 33
Missouri	55 60
Other general expenses.....	157,336 86
	<hr/> Total general expenses
	256,028 83
	<hr/> Total operating expenses being 77.76 per cent. of earnings
	4,633,435 22
	<hr/> Net earnings
	\$1,325,379 41

AMOUNTS PER MILE (627 MILES.)

Earnings.....	\$9,503 69; Proportion for Ohio (75½ miles)	\$717,528 59
Operating expenses..	7,389 85; “ “	557,933 67
Net earnings	2,113 84; “ “	159,594 92

RECEIPTS AND PAYMENTS IN ADDITION TO EARNINGS AND OPERATING EXPENSES.

RECEIPTS.

From sale of bonds.....	\$1,066,400 00
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PAYMENTS.

Interest on bonds	\$1,237,930 00
Dividends, rate 7 per cent. on preferred stock	70,000 00
Lease of other roads: nothing in Ohio.	
Construction of new work.....	620,420 03
Additional equipment	87,617 84
Additional real estate	5,314 05
Total	<u>\$2,021,281 92</u>

GENERAL BALANCE SHEET, OCTOBER 31, 1873.

LIABILITIES.

Common stock	\$15,000,000 00
Preferred "	1,000,000 00
First mortgage bonds	9,404,000 00
Second " "	5,000,000 00
Equip't " "	600,000 00
Consol " "	2,700,000 00
" " " gold.....	1,683,000 00
Unpaid interest	68,526 50
Balance of income account	915,278 73
Accounts payable.....	637,365 91
Balance due other companies	42,000 82
	<u>\$37,050,171 96</u>

ASSETS.

Road bed and equipment	\$33,685,855 00
Consol bonds for sinking fund	75,000 00
Redemption fund, G. W. 10s.....	3,040 65
Hannibal and Central Missouri bonds	27,158 25
Wabash Equipment Company.....	200,000 00
Interest account.....	2,000,431 20
Illinois and Missouri Telegraph Company stock	11,950 00
Bills receivable	8,244 01
General Post-office Department	39,409 37
Due by individuals and companies	259,996 05
Bridges and buildings	22,924 88
Stores, fuel, &c., on hand	330,563 59
Cash	385,598 96
	<u>\$37,050,171 96</u>

ACCIDENTS TO PERSONS IN OHIO.

Statement for the year ending June 30, of all casualties resulting in injuries to persons, giving extent and cause thereof:

December 8, 1872. A. G. Boardman, employe, at Toledo; injured; pulling pin; two fingers off; want of caution.

December 8, 1872. M. McGowen, employe, Toledo; killed; caught foot in frog; want of caution; no inquest.

February 4, 1873. Albert Roder, employe, near Antwerp; injured; jumped off engine; foot sprained; cause beyond control.

May 22, 1873. — McKeown, at Antwerp; killed; head laid on rail.

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
Azariah Boody	New York City.
A. M. White.....	"
Isaac H. Knox.....	"
A. B. Baylis.....	"
Augustus Schell.....	"
Horace F. Clark.....	"
Daniel Drew.....	"
Sidney Dillon	"
Milton Courtright	"
John Ross	"
John F. Tracy	"
David Dawes	"
George Cecil	Logansport, Ind.
J. S. Casement	Painesville, Ohio.
Kenyan Cox	New York City.
Azariah Boody, President.....	New York City.
John N. Drummond, Assistant President	Toledo, Ohio.
A. Anderson, Vice-President	"
Luther Allen, Auditor	"
Wm. B. Cornean, Treasurer and Secretary.....	"
Frank Perigo, Cashier.....	"
Geo. H. Burrows, General Superintendent	Lafayette, Ind.
W. S. Ray, Master Mechanic	Fort Wayne, Ind.
T. G. Gorman, Master Mechanic.....	Springfield, Ill.
Robert Andrews, Chief Engineer.....	Lafayette, Ind.
J. U. Parsons, General Ticket Agent.....	Toledo, Ohio.
J. B. Carson, General Freight Agent	"
J. I. Nessle, Purchasing Agent.....	"

State of Ohio, County of Lucas, ss.:

A. Anderson, Vice-President of the Toledo, Wabash and Western Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements

to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

[Signed.]

A. ANDERSON, *Vice-President.*

Subscribed and sworn to before me, this 26th day of November, A. D. 1873.

[Seal]

NOAH H. SWAYNE, Jr., *Notary Public.*

VALLEY RAILWAY COMPANY.

On the 18th day of March, 1873, the Directors of the Valley Railway Company filed a petition in the office of the Clerk of the Court of Common Pleas of Cuyaboga county and State of Ohio, for permission to change the southern terminus of said railway from Bow-erston, in Harrison county, Ohio, as provided by the charter of said company, and ex-tending said railroad through the counties of Harrison, Jefferson and Belmont to Mar-tin's Ferry, in said Belmont county, Ohio; which petition was granted by said court by decree issued May, 1873.

LENGTH OF PROPOSED LINE—GIVING TERMINAL POINTS.

From Cleveland, via Akron and Canton, to Martin's Ferry..... 130 miles.
Length now being graded, 56 miles; length laid with rail, none.

On what portion of line? Between Cleveland and Canton.

Expenditures from the date of commencement of the road up to June 30, 1873, inclusive:

For right of way	\$19,253 40
“ civil engineering	15,243 63
“ grading and masonry.....	106,013 01
“ interest and discount.....	50 00
“ contingent expenses	1,794 70
“ general office expenses.....	5,746 86
“ printing and stationery.....	658 60
Total.....	\$148,760 20
Amount per mile (56 miles)	2,656 43

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$3,000,000 00
Amount subscribed, payable in 10 per cent. monthly install- ments	\$835,750 00
Amount paid in, common	95,059 52
Amount per mile (56 miles).....	\$1,697 50
Subscribers to stock, residents of Ohio, 1,042.	
Amount of stock subscribed by them June 30.....	830,750 00

DEBT.

Amount of funded debt, none.	
Amount of floating debt not secured by mortgage.....	\$63,356 27
Amount of debt per mile (56 miles).....	\$1,131 36
Total amount of paid in stock and debt.....	\$158,415 79
Total amount per mile (56 miles).....	2,828 86

NAME AND RESIDENCE OF OFFICERS.		POST-OFFICE ADDRESS.
DIRECTORS.		
Stillman Witt		Cleveland, Ohio.
James Farmer		" "
Andros B. Stone		" "
N. P. Payne		" "
L. M. Coe		" "
David L. King		Akron, "
J. F. Seiberling		" "
James A. Saxton		Canton, "
George Cook		" "
Stillman Witt, President		Cleveland, "
Louis D. Clarke, Secretary		" "
S. T. Everett, Treasurer		" "
P. H. Dudley, Chief Engineer		" "

State of Ohio, County of Cuyahoga, ss. :

Sillman Witt, President of the Valley Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of said company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct exhibit of the condition and affairs of said company on the 30th day of June, A. D. 1873, according to the best of his knowledge and belief.

(Signed)

S. WITT, *President.*

Subscribed and sworn to, before me, this 8th day of October, A. D. 1873.

[SEAL.]

PHILIP L. BAUM, *Notary Public.*

RAILROAD COMPANIES IN PROCESS OF ORGANIZATION.

The following reports of railway companies who have organized by election of officers, etc., have been made in accordance with the provisions of "an act further prescribing the duties of secretaries of railroad and telegraph companies in the State of Ohio," passed April 24, 1873.

ATLANTIC AND SOUTH-EASTERN RAILWAY COMPANY.

HOPEDALE, HARRISON COUNTY, OHIO,

December 8th, 1873.

I herewith inclose report of the organization of this company. Certificate filed on the 5th day of May, 1873; seven directors elected on the 28th day of October, 1873; six sworn in on the 25th day of November, 1873; one sworn in on the 28th day of November, 1873; election of officers on the 25th day of November, 1873.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
Joseph G. Laycock, President.....	Salineville, Ohio.
Thomas McConahay, Treasurer	Amsterdam, "
A. B. Paul, Secretary	Hopedale, "
P. Cunningham.....	Amsterdam, "
James Farmer.....	Cleveland, "
Leslie Copeland.....	Hopedale, "
Robert E. O'Brien	Meadville, Pa.

Supplementary certificate filed on the 5th day of December, 1873, for building a branch from Salineville, Ohio, to a point in Centre township, Columbiana county, connecting with the Niles and New Lisbon Railway.

CHICAGO AND ATLANTIC RAILWAY COMPANY.

HUNTINGTON, INDIANA, *October 1, 1873.*

At a meeting of the stockholders of said company, held at its office in Huntington, Indiana, on the 7th day of August, 1873, the following were elected directors for the ensuing year:

L. T. Hunt	Kenton, Hardin county, Ohio.
Thos. Espy	" " " "
John Studabaker	Bluffton, Wells county, Indiana.

Geo. J. Bippus	Huntington, Huntington county, Indiana.
Jos. W. Pirviance	" " " "
Isaac H. Hymer	Manchester, Wabash " "
John G. Earl	Hobart, Lake county, Indiana.
Geo. A. Shuefeldt	Chicago, Illinois.
W. H. Parks	" "

August 8th the Board was organized, and elected—

George J. Bippus, President	Huntington, Indiana.
L. T. Hunt, Vice-President	Kenton, Ohio.
J. M. Hill, Treasurer	Chicago, Illinois.
L. P. Milligan, Secretary	Huntington, Indiana.
Geo. Paul, Chief Engineer	Cincinnati, Ohio.
L. P. Milligan, Attorney of Record	Huntington, Indiana.

CONTINENTAL RAILWAY COMPANY.

NEW YORK, *September 11, 1873.*

The "Continental Railway Company" is a consolidated company, having a line of railway which it is authorized to construct and operate, extending from Council Bluffs, on the Missouri river, across the States of Iowa, Illinois, Indiana, Ohio, Pennsylvania and New Jersey, to the waters of the Hudson river or of New York harbor; and such consolidation was formed by a consolidation of the "New York Western Railway Company," of Iowa, the "Muscatine, Kewanee and Eastern Railroad Company," of Illinois, the "Fort Wayne and Pacific Railroad Company," of Indiana, the "North American Railway Company," of Ohio, the "Continental Railway Company," of Pennsylvania, and the "New Jersey Tube Transportation Company," of New Jersey.

The above-named consolidations have but recently been consummated in the several States named, consisting of new lines lately organized, and on which preliminary work has to some extent been done and is still being done, with a view to a vigorous prosecution of the work of construction at an early day.

The organization under the consolidation taking the name of the "Continental Railway Company" has an office in the city of New York; the several local companies composing the consolidated company retain separate organizations, offices and boards of directors in the respective States of their localities.

The officers of the Continental Railway Company are :

DIRECTORS.	POST-OFFICE ADDRESS.
George Greene	Cedar Rapids, Iowa.
Wm. H. Merritt	Des Moines, " "
E. V. Bronson	Kewanee, Illinois.
R. S. Diggins	Rensselaer, Indiana.
W. P. Noble	Tiffin, Ohio.
John R. Buchtel	Akron, Ohio.
William Bigler	Clearfield, Penn.
F. W. Hughes	Pottsville, Penn.

Thos. P. Johnston.....	Trenton, New Jersey.
Edward Dodge.....	Brooklyn, N. Y.
Jas. E. Abbott.....	New York City.
M. B. Dodge.....	Brooklyn, N. Y.
S. M. Hibbard.....	" "
John E. Hall.....	" "
H. E. Dodge.....	" "
Alvin Burt.....	New York City.
George E. Holyoke.....	Brooklyn, N. Y.
James M. Coleman.....	" "
<hr/>	
Edward Dodge, President.....	Brooklyn, N. Y.
James E. Abbott, Vice President.....	New York City.
Silas M. Hibbard, Treasnrer.....	Brooklyn, N. Y.
James M. Coleman, Secretary.....	" "
Thos. P. Johnston, Vice President for New Jersey.....	Trenton, New Jersey.
F. W. Hughes, Vice President for Pennsylvania.....	Pottsville, Penn.
W. P. Noble, Vice President for Ohio.....	Tiffin, Ohio.
R. S. Dwiggins, Vice President for Indiana.....	Reusselaer, Indiana.
E. V. Bronson, Vice President for Illinois.....	Kewanee, Illinois.
George Greene, Vice President for Iowa.....	Cedar Rapids, Iowa.

PORTSMOUTH, COLUMBUS AND MICHIGAN RAILROAD COMPANY.

TOLEDO, OHIO, *October 2, 1873.*

At a meeting of the stockholders of the Portsmouth, Columbus and Michigan Railroad Company, held at the Boody House in the City of Toledo, Ohio, on the 15th day of September, 1873, the following persons were elected Directors of said company :

James S. Gibbs.....	Buffalo, New York.
F. W. Buthrick.....	Battle Creek, Mich.
J. B. Bennett.....	Grand Rapids, Mich.
Henry Merrill.....	Toledo, Ohio.
J. D. Cook.....	" "
G. W. Merrill.....	" "
E. L. Graves.....	" "

Said Board of Directors subsequently organized by electing Henry Merrill I resident and G. W. Merrill Secretary.

SANDUSKY, ASHLAND AND TUSCARAWAS VALLEY RAILROAD COMPANY.

ASHLAND, OHIO, *June 20, 1873.*

In pursuance of a notice legally given, the stockholders of the Sandusky, Ashland and Tuscarawas Valley Railroad Company met August 31, 1872, and elected as Directors of said company : G. B. Smith, of Newcomerstown, Tuscarawas county ; Wellington Stillwell, of Millersburgh, Holmes county ; John Cowan, James E. Chase, J. O. Jennings, R. D. Freer and T. C. Bushnell, of Ashland county, Ohio.

June 2, 1873, the directors met and perfected the organization by electing James E. Chase, of Ashland, President, J. O. Jennings, of Ashland, Treasurer, and E. Fraunfelter, of Ashland, Secretary.

WHEELING AND LAKE ERIE RAILROAD COMPANY.

MARTIN'S FERRY, OHIO, *December 20, 1873.*

The Wheeling and Lake Erie Railroad Company filed its certificate of incorporation April 6, 1871, and subsequently organized with seven directors. At the annual meeting held in December, 1872, the directory was increased to thirteen.

The original authorized capital was.....	\$500,000
Which has been increased to	4,000,000

TERMINI.

Martin's Ferry, Belmont county, and Toledo, Lucas county, Ohio.

From the first named terminus, on the Ohio river opposite to the city of Wheeling, West Virginia, the line runs almost due northwest and intersects other railroads as follows, viz:

RAILROADS CROSSED AT GRADE.

P. C. & St. L. R'y, at Fairview, Harrison county, Ohio.

Tuscarawas Br. C. & P. R. R., at Zoar Station, Tuscarawas county, Ohio.

L. S. & T. V. R'y, near Navarre, Stark county, Ohio.

P. Ft. W. & C. R'y, at Orrville, Wayne county, Ohio.

A. & G. W. R. R., at Pike Station, " "

C. C. C. & I. R'y, at New London, Huron county, Ohio.

L. S. & M. S. R'y, at Norwalk, " "

" " Sandusky, Erie county, Ohio.

B. & O. R. R. [L. E. Div.], at Sandusky, Erie county, Ohio.

"The whole length of line is 205 miles, with a maximum grade of 40 feet to the mile, excepting about four miles on the Ohio river slopes, where the grade attains a maximum of 50 feet to the mile, which is considered extraordinarily favorable in a road so directly north-west from the Ohio River to Lake Erie. The road traverses the richest agricultural regions of the State, and 87 miles of almost continuous coal-fields, including all the veins from the *Wheeling* to the *Massillon* coals, and including 25 miles, each, of them."

Locating surveys are completed from this point to Lodi, Medina county, and within a few days grading has been begun at some three different points on the line. South-east from Lodi subscriptions amount to near \$500,000, and it is believed that by January 1, 1874, the subscriptions between this point and Sandusky will reach \$1,000,000, independent of \$300,000 voted by the city of Wheeling, now in litigation.

The right of way over most of the line has been donated, together with necessary grounds for depots, shops, side-tracks, etc.

By unanimous vote of the stockholders, the board were classified and elected, so that one-third shall serve for one year, one-third for two years, and the remainder for three years, in the manner provided by section two of the act of April 20, 1869. (Vol. 66, page 77, O. L.)

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	RESIDENCE.	TERM.
Joel Wood	Martin's Ferry, Ohio	Three years.
Joseph Bell	Poughkeepsie, N. Y	"
R. H. Cochran.....	Wheeling, W. Va	"
Thomas W. Chapman.....	Navarre, Ohio	"
Simon Beiter.....	Zoar, "	"
Nathan Hassey.....	Smithfield, Ohio	Two years.
Cyrus McNeely.....	Hopedale, "	"
E. D. Otis	Dalton, "	"
F. G. Lockwood	Milan, "	"
A. W. Hendry	Sandusky City, Ohio	One year.
Henry Ainsworth.....	Lodi, Ohio	"
L. M. Roby	Leesburgh, Ohio	"
James Kerr	Martin's Ferry, Ohio	"

ADDRESS.

Joel Wood, President	Martin's Ferry, Ohio.
R. H. Cochran, Secretary	" "
Nathan Hussey, Treasurer	Smithfield, "
A. K. Robinson, Civil Engineer	Ravenna, "

PUT-IN-BAY TELEGRAPH COMPANY.

A meeting of the stockholders of the Put-in-Bay Telegraph Company was held in Sandusky in the spring of 1873, and the following officers elected :

DIRECTORS.

B. T. Ferris, Sandusky, Ohio.
 Isaac Mills, " "
 H. B. West, Put-in-Bay, Ohio.
 F. G. Beach, Chicago, Illinois.
 W. H. Brimson, Sandusky, Ohio.
 H. O. Stafford, " "
 Ann C. McMeens, " "

President, F. T. Beach.
 General Superintendent, W. H. Brimson.
 Secretary and Treasurer, Ann C. McMeens.

REPORTS
OF
TELEGRAPH COMPANIES,
FOR THE YEAR ENDING JUNE 30, 1873.

ATLANTIC AND PACIFIC TELEGRAPH COMPANY.

STOCK.

Amount of capital stock authorized.....	Cannot ascertain.
Amount subscribed.....	“ “
Amount paid in	“ “
Total amount issued June 30	“ “
Proportion for Ohio, according to miles (——) of line in the State	“ “

DEBTS.

Amount of funded debt	None.
Amount of floating debt	“
Total, June 30.....	None.
Proportion for Ohio, according to miles (——) of line in the State.....	“

LINE AND EQUIPMENT.

Cost of entire line and equipment, including stations, etc., to June 30, No separate account	
Proportion for Ohio, according to miles (——) in the State.....	“ “

CHARACTERISTICS OF THE LINE.

Number of miles of line (poles) owned and operated by the company.....	2,620
Number of miles within the State of Ohio.....	443
Increase within year ending June 30: [No answer.]	
Number of miles of wire owned and operated by the company.....	7,300
Number of miles within the State of Ohio.	No separate account
Increase within year ending June 30: [No answer.]	
Number of poles to the mile in Ohio.....	35
Number of offices in Ohio	30
Number of persons employed by company in Ohio.....	40
Number of miles of poles used jointly with railroad companies in Ohio.....	230

Have the railroad companies a line of wire for their sole use? Yes.

Number of messages sent within the year, ending June 30, in Ohio, estimated...	10,000
Number of messages received within the year, ending June 30, in Ohio, estimated	10,000
Number of above repeated, on which an additional charge of 50 per cent. has been made	No account

Are messages sent in the order received? Yes.

If not, to what classes do you give preference? None.

TARIFF OF RATES.

DISTANCES.	FOR TEN WORDS.		EACH ADDITIONAL WORD.	
	Highest.	Lowest.	Highest.	Lowest.
For 300 miles or under.....	40 cents.	20 cents.	3 cents.	2 cents.
" 300 " and under 400	75 "	40 "	5 "	3 "
" 400 " " " 500	75 "	50 "	5 "	3 "
Average rate of increase for each additional 100 miles	Variable as to location.			

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

Total earnings of entire line	[Not answered.]
Proportion for Ohio, according to miles (——) in the State.....	No separate account.
Aggregate amount received at offices in Ohio, estimated.....	\$5,000
Total expenditures for maintenance of line, salaries, amount of employes, etc.	
[No answer.]	
Proportion for Ohio, according to miles in the State.....	No separate account
Taxes paid in Ohio.....	" "

NAME AND RESIDENCE OF OFFICERS.

TRUSTEES.	POST-OFFICE ADDRESS.
Oliver Ames.....	Boston, Mass.
Cheney Ames	Oswego, New York.
B. F. Allen	Des Moines, Iowa.
C. S. Bushnell.....	New Haven, Conn.
G. S. Bowdoin.....	New York City.
George Bliss	" "
Lyman Blair.....	Chicago, Illinois.
W. H. Clay.....	New York City.
John Duff.....	Boston, Mass.
Sidney Dillon	New York City.
T. J. S. Flint	" "
H. M. Flagler.....	Cleveland, Ohio.
R. R. Graves	New York City.
W. H. Guion	" "
C. M. Horton.....	Buffalo, New York.
James Hendrick.....	Albany, New York.
C. G. Hammond.....	Chicago, Illinois.
James Hegaman.....	Brooklyn, New York.
H. G. Hamilton.....	Rochester, "
J. N. Kinney	Cincinnati, Ohio.
Levi P. Morton.....	New York City.
John H. Mortimer	" "
A. B. Meeker	Chicago, Illinois.
S. H. Marks.....	Lockport, New York.
S. D. McMillan	New York City.
Alfred Nelson.....	" "

Waldemer Otis	Cleveland, Ohio.
G. G. Sampson	New York City.
N. C. Simons	Buffalo, New York.
W. D. Snow	New York City.
E. D. L. Sweet	" "
W. J. Syms	" "
Henry M. Taber	" "
J. G. Vose	" "
A. F. Wilmarth	" "
H. D. Walbridge	" "
Horace S. Walbridge	Toledo, Ohio.
Russell Wheeler	Utica, New York.
Emory Wendell	Detroit, Michigan.
John Duff, President	New York City.
W. H. Gnion, Vice President	" "
Alfred Nelson, Secretary	" "
G. S. Bowdoin, Treasurer	" "
E. D. L. Sweet, Executive Manager	" "

State of New York, County of New York, ss :

Personally appeared before me, a Notary Public in and for the county of Kings, Alfred Nelson, Secretary of the Atlantic and Pacific Telegraph Company, who being duly sworn, deposes and says that the foregoing is a true and correct statement of the affairs of said company on the 30th day of June last, as he verily believes.

ALFRED NELSON, *Secretary.*

Subscribed and sworn to before me at New York this twentieth day of September A.D. 1873.

[SEAL.]

P. H. HANLON, *Notary Public.*

HILLSBORO TELEGRAPH COMPANY.

STOCK.

Amount of capital stock authorized	\$2,500 00
Amount subscribed.....	1,675 00
Amount paid in	1,675 00
Total amount issued June 30, 1873.....	1,675 00

Debts.....None.

LINE AND EQUIPMENT.

Cost of entire line and equipment, including stations, etc., to June 30, 1873... \$2,564 71

CHARACTERISTICS OF THE LINE.

Number of miles of line (poles) owned and operated by the company	21
Increase within year ending June 30.....	None.
Number of miles of wire owned and operated by the company, galvanized...	21
Increase within year ending June 30	None.
Number of poles to the mile, estimated	25
Number of offices.....	4
Number of persons employed by company	4
Number of miles of poles used jointly with railroad companies.....	None.
Have the railroad companies a line of wire for their sole use? No.	
Number of messages sent within the year ending June 30	590
Number of messages received within the year ending June 30.....	705
Number of above repeated, on which an additional charge of 50 per cent.	
has been made	None.
Are messages sent in the order received? Yes.	
If not, to what classes do you give preference? None.	

TARRIFF OF RATES.

Highest rate for 10 words	40 cents.
Lowest rate.....	35 "
Highest rate for each additional word.....	3 "
Lowest rate.....	3 "

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

Total earnings of entire line	\$607 06
Total expenditures for mainteenance of line, salaries, amount paid employes, etc	319 63
Taxes paid.....	2 27

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS.
James Brown	Hillsboro, Ohio.
F. F. Kibler.....	"
Burch Foraker	"
James Brown, President	Hillsboro, Ohio.
F. F. Kibler, Secretary	"
Burch Foraker, Treasurer.....	"

State of Ohio, County of Highland, ss :

Personally appeared before me, a probate judge, in and for said county, James Brown, President of the Hillsboro Telegraph Company, who being duly sworn, deposes and says that the foregoing is a true and correct statement of the affairs of said company on the 30th day of June last, as he verily believes.

JAMES BROWN.

Subscribed and sworn to, before me, at Hillsboro, this 24th day of November, A.D. 1873.

(SEAL.)

J. C. NORTON, *Probate Judge.*

PACIFIC AND ATLANTIC TELEGRAPH COMPANY OF THE UNITED STATES.

STOCK.

Amount of capital stock authorized	\$3,000,000 00
Amount subscribed	\$1,986,800 00
Amount paid in	<u>1,986,800 00</u>
Total amount of stock issued June 30, 1873.....	\$1,986,800 00
Proportion for Ohio, according to miles (306½) of line in the State.....	[\$134,575 00]

DEBT.

Amount of funded debt	None.
Amount of floating debt	<u>\$22,071 90</u>
Total amount of funded and floating debt June 30.....	\$22,071 90
Proportion for Ohio, according to miles (306½) of line in the State	[\$1,495 04]

LINE AND EQUIPMENT.

Cost of entire line and equipment, including stations, etc., to June 30, 1873	\$2,043,421 57
Proportion for Ohio, according to miles (306½) in the State. [	\$133,410 76]

CHARACTERISTICS OF THE LINE.

Number of miles of line (poles) owned and operated by the company, about..	4,525
Number of miles within the State of Ohio	306½
Increase within the year ending June 30	None.
Number of miles of wire owned and operated by the company: Galvanized, about.....	9,774
Number of miles within the State of Ohio: Galvanized.....	918½
Increase within year ending June 30.....	None.
Number of poles to the mile in Ohio, about.....	36
Number of offices in Ohio.....	12
Number of persons employed by company in Ohio	55
Number of miles of poles used jointly with railroad companies in Ohio	49
Have the railroad companies a line of wire for their sole use? Wires used conjointly.	
Number of messages sent within the year ending June 30, in Ohio.....	51,562
Number of messages received within the year ending June 30, in Ohio.....	51,565
Number of above repeated, on which an additional charge of 50 per cent. has been made: Keep no record.	
Are messages sent in the order received? No.	
If not, to what classes do you give preference?	
Government messages are transmitted first, per act of Congress.	

TARIFF OF RATES.

DISTANCES.	For 10 words.		Each addition'l word.	
	Highest.	Lowest.	Highest.	Lowest.
For 300 miles or under	40 cents.	25 cents.	3 cents.	2 cents.
300 " " 400	75 " "	40 " "	5 " "	3 " "
400 " " 500	75 " "	50 " "	5 " "	3 " "

Messages sent at night for one-half of above day rates.

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

Total earnings of entire line	\$463,559 14
Proportion for Ohio, according to miles (306½) in the State... [\$31,399 88]	
Aggregate amount received at offices in Ohio	40,774 47
Total expenditures for maintenance of line, salaries, amount paid employes, etc.	468,653 04
Proportion for Ohio, according to miles in the State	[\$31,744 46]
Taxes paid in Ohio	325 93

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS	POST-OFFICE ADDRESS.
M. W. Watson	Pittsburgh, Pa.
G. W. Hailman	" "
R. E. Breed	" "
D. McCargo	" "
J. W. Weir	Harrisburg, Pa.
J. L. Shaw	Philadelphia, Pa.
F. V. Beisel	" "
A. Carnegie	New York City.
J. W. Ellis	" "
Wm. Taussig	St. Louis, Mo.
A. O. Brannin	Louisville, Ky.
T. J. Wood	Dayton, Ohio.
Wm. G. Johnston, President	Pittsburgh, Pa.
James L. Shaw, Vice-President	Philadelphia, Pa.
Thomas R. Robinson, Secretary and Treasurer	Pittsburgh, Pa.
David McCargo, General Superintendent	" "

State of Pennsylvania, County of Allegheny, ss:

Personally appeared before me, a Notary Public in and for said county, Thos. R. Robinson, Secretary and Treasurer of the Pacific and Atlantic Telegraph Company of the U. S., who being duly sworn, deposes and says that the foregoing is a true and correct statement of the affairs of said company on the 30th day of June last, as he verily believes.

(Signed)

THOMAS R. ROBINSON, *Sec'y and Treasurer.*

Subscribed and sworn to before me, at Pittsburgh, this 15th day of July, A D. 1873.

[SEAL.]

WM. LITTLE, *Notary Public.*

WESTERN UNION TELEGRAPH COMPANY.

STOCK.

Amount of capital stock authorized	\$.....
Amount subscribed .....	.....
Amount paid in .....	.....
Total amount issued June 30, 1873.....	41,063,100 00
Proportion for Ohio, according to miles of line in the State.....	.....

DEBT.

Amount of funded debt.....	}	None of the debt of this company was contracted on account of any of its property in the State of Ohio.
Amount of floating debt.....		
Total, June 30, 1873		
Proportion for Ohio, according to miles of line in the State.....		

LINE AND EQUIPMENT.

Cost of entire line and equipment, including stations, etc., to June 30, 1873	}	The greater part of this property having been acquired by consolidation with other companies, whose books and records are not in our possession, the amount cannot now be stated.
Proportion for Ohio, according to miles in the State.....		

CHARACTERISTICS OF THE LINE.

Number of miles of line (poles) owned and operated by the Company, about	66,000
Number of miles within the State of Ohio, about.....	4,000
Increase within the year ending June 30, about	100
Number of miles of wire owned and operated by the Company :	
Plain —, galvanized —, combination — ; total, about.....	155,000
Number of miles within the State of Ohio :	
Plain, about 3,300 ; galvanized, about 7,900 ; total.....	11,200
Increase within the year ending June 30, about.....	200
Number of poles to the mile in Ohio	20 to 35
Number of offices in Ohio, about.....	400
Number of persons employed by Company in Ohio, about	500
Number of miles of poles used jointly with Railroad Companies in Ohio: Nearly all.	
Have the Railroad Companies a line of wire for their sole use? Generally they have.	
Number of messages sent within the year ending June 30, in Ohio.....	Have no record.
Number of messages received within the year ending June 30, in Ohio..	Have no record.
Number of above repeated, on which an additional charge of 50 per cent. has been made.....	Have no record.

Are messages sent in the order received? Yes, with exception of Government and death messages.

If not, to what classes do you give preference?

TARIFF OF RATES IN OHIO.

DISTANCES.	FOR TEN WORDS.		EACH ADDITIONAL WORD.	
	Highest.	Lowest.	Highest.	Lowest.
For 100 miles or under	25 to 40 cts	25 cts.	3 cts.	1½ cts.
" 100 " and " 300	75 "	40 "	5 "	2½ "
" 300 " " " 400	75 "	40 "	5 "	2½ "
" 400 " " " 500	100 "	50 "	7 "	3½ "
Average rate of increase for each additional 100 miles	No rate over \$2.50			

RECEIPTS AND EXPENDITURES.

For the Year ending June 30, 1873.

Total earnings of entire line	\$9,333,018 51
Proportion for Ohio according to miles in the State .....	.....
Aggregate amount received at offices in Ohio, about	500,000 00
Total expenditures for maintenance of line, salaries, amount paid employees, etc	6,575,055 82
Proportion for Ohio according to miles in the State .....	.....
Taxes paid in Ohio	9,550 05

NAME AND RESIDENCE OF OFFICERS.

DIRECTORS.	POST-OFFICE ADDRESS
William Orton	New York City.
James H. Banker	" "
Alonzo B. Cornell	" "
Harrison Darkee	" "
Augustus W. Greenleaf	" "
Edwin D. Morgan	" "
O. H. Palmer	" "
Augustus Schell	" "
John Steward	" "
E. B. Wesley	" "
Hugh Allan	Montreal
Nathan A. Baldwin	Milford, Conn.
William D. Bishop	Bridgeport, "
Ezra Cornell	Ithica, New York.
William E. Dodge	New York City.
Sheppard Gandy	" "
Norvin Green	" "
Wilson G. Hunt	" "
George Jones	" "
C. Livingston	" "
E. S. Sanford	" "

Hiram Sibley.....	Rochester, N. Y.
Z. G. Simmons.....	Kenosha, Wis.
Moses Taylor.....	New York City.
Daniel Torrance.....	" "
George Walker.....	" "
Stillman Witt.....	Cleveland, Ohio.
William Orton, President.....	New York City.
Augustus Schell, A. B. Cornell, George H. Mumford, Vice-Presidents.....	" "
George H. Mumford, Secretary.....	" "
R. H. Rochester, Treasurer.....	" "
Anson Stager, General Superintendent.....	Chicago, Illinois.

State of Illinois, County of Cook, ss :

Personally appeared before me, a Notary Public in and for said county, Anson Stager, General Superintendent of the Western Union Telegraph Company, who being duly sworn, deposes and says that the foregoing is a true and correct statement of the affairs of said company on the 30th day of June last, as he verily believes.

ANSON STAGER, *Gen'l Sup't.*

Subscribed and sworn to before me, at Chicago, Illinois, this 20th day of October, A.D. 1873.

CHARLES L. DRIESSEIN, *Notary Public.*

APPENDIX.

REPORT OF INSPECTOR OF BRIDGES, Etc.

TO HON. O. L. WOLCOTT, *Commissioner of Railroads* :

In pursuance of a request from you to examine and report the condition of the railroads in the State of Ohio, and in compliance with your instructions to report especially as to the condition of the bridges, trestle-work and culverts, and also every thing pertaining to the safety and comfort of passengers, I herewith respectfully submit the following report :

During the past year I have examined carefully all of the principal roads in Ohio, passing over each road either in a hand-car or special train, and no opening of any size was passed, either bridge, trestle or culvert, on any road, without a careful examination.

On a portion of these roads the bridges, trestles, culverts, road-bed, ties and rail were in splendid condition, and they certainly are entitled to much credit for the high standard of excellence to which they have attained.

Again, there are a small portion of roads in the State that are not in such good condition, and in some instances it was necessary to request them to place trestles under their bridges, and otherwise strengthen them.

A portion of these roads I have examined twice within the past year to see if all of these places were made safe as agreed upon, and in most cases I find that my suggestions were fully and carefully complied with.

WOODEN BRIDGES.

Howe Truss is the usual pattern in use; any other kind is an exception. There are very many excellent Howe Truss bridges in this State, but as a rule a great portion of them are built too light—not that they have insufficient strength to carry the trains over them safely, and do their work for the time being with satisfaction, but the fact is, if they were built with greater strength, they would possess greater firmness,

and thus become more durable. The locomotive now generally used is almost one-third heavier than the locomotive of a few years ago, and there has been no corresponding weight and strength given to bridges, except on a very few roads. As a general rule, bridges are situated at the foot of grades, and when struck by a train under a high rate of speed, the bridge has the weight of the locomotive and part of the train to support, and the rolling motion of the train to resist.

A short-span bridge suffers very severely if built light. If there is not sufficient weight to somewhat counterbalance that of a locomotive under a high rate of speed, it will soon become prematurely old by the shaking and straining it is undergoing in all of its parts, and will give indications of doing hard and severe work.

Of the long-span wooden bridges, there are but few of them that do not show the heavy work they are doing and the severe straining they are undergoing, by a slight giving or drawing of the joints in the cords. With the heavy locomotives in use, and heavily loaded trains, bridges of this class need constant care and attention. In many instances, every purpose would have been just as well subserved, and a sufficient waterway maintained, if two spans were used, the two together equal in length to the one long span. The results would have been much better, the bridge would have given more satisfaction and required less care and attention, and its life prolonged very materially.

IRON BRIDGES.

Of this class there are some very fine ones on our roads. They are well constructed, finely proportioned, firm, and of great strength, requiring little care to keep them in adjustment.

On the other hand, there are some that are inferior, not well made—nor are they well proportioned—and deficient in detail. On one road there was a very fine iron bridge that was well made and well proportioned in every particular except the floor beams, which were suspended by iron that was entirely deficient in strength in proportion to the rest of the bridge; and in order to preserve a margin of safety this iron must be renewed frequently.

On another bridge, upon measuring some of the most important members, it was found that a member, in tension, had sufficient iron in it, with a large factor of safety, but the pin which held this member was undergoing a shearing strain, and had not near the amount of iron in it (sectional area) that the member in tension had.

Now, as good wrought iron will stand a tensile or pulling strain of about sixty thousand pounds to the inch, and good iron, on a shearing

strain, will only stand about forty-five thousand pounds to the inch, it can very readily be seen that the bridge was very badly proportioned, in its details at least.

An iron bridge, well constructed on any approved and well-developed plan, with strength to carry from six to eight times the amount it is ever actually required to carry, and kept in ordinary adjustment, should last a long time, and is, in fact, the next thing in durability to a stone arch bridge.

On the other hand, a poor iron bridge is worse than a poor wooden one, for the wooden structure will give notice before it goes down, and an inferior iron one will not always do it. And again, an iron bridge that is not properly constructed and proportioned in all of its details, and not kept in adjustment, so that all the members act together in combination as a whole, the strains bearing unequally, it must certainly suffer very severely in some of its parts, and the iron will gradually lose its tough, malleable and ductile principle, and the bridge go down very suddenly, sooner or later, either from the overstraining of some of its members, or the giving away of some improper detail. The iron in the parts subjected to the severe and constant strains will not differ materially from the old truss rods of a wooden Howe Truss bridge that has served the life-time of one wooden bridge. It is a well known fact that it will not do to put the old rods in a new bridge, as the chances would be that the new bridge would go down, from the fact that such rods are usually much lighter than they should be to sustain the bridge strains for an indefinite length of time, and consequently have their life or elastic capacity fully used up during their use in the first wooden bridge, and would be liable to give way if subjected to the same strains in a new bridge.

TRESTLE-WORK,

As a general rule, is firm, strong and well constructed. There are very few roads in the State where the trestle-work is allowed to give any indication of decay or want of firmness. It is watched very carefully, as it should be; and on many of the old roads it is being filled up and done away with as rapidly as possible.

As a matter of safety to the roads, as well as the public, it would be well to place the ties on trestle-work so close together that the wheels of the cars could not drop through and push the ties together in case of getting off the track; they should be placed so close together that the wheels would run over them rather smoothly. And, in addition to this, to further insure safety, there should be a set of guard-rails, to prevent the train from going over the side of the trestle-work. There are many bridges where the same suggestion could be applied.

OVER-HEAD RAILROAD AND WAGON-ROAD BRIDGES, ETC.

On several of the roads many of the employes are wounded and killed from the fact that the over-head wagon-road bridges, coal-chutes, and obstructions of that nature, are in such close proximity that there is not room enough to stand erect on the top of a freight car without being struck by some of these impediments. Eighteen feet of space above the rail would clear a man on one of our ordinary freight cars; but the foreign cars, refrigerator cars, for instance, would require twenty feet in the clear. There are no new over-head railroad bridges that are being erected, or that have been constructed within a few years past, but what will clear a man standing on a freight car. There should be some remedy for this abuse of placing obstructions over railroads, for it is certainly very wrong for any structure to be erected, whether an over-head railroad or wagon-road bridge, or coal-chute, or anything of the kind, that will result in injury or loss of life.

ROADS AND ROAD-BEDS.

Evidently there is a steady, growing improvement in most of the roads; much attention is being paid to drainage, ballasting, renewing of ties, rail, etc., and that the joints of the rails are well up, presenting a smooth, even surface, and thus placed in good condition to go into the winter and be frozen in in this manner, if possible. Roads that were not thus prepared and that were doing a large and heavy business during the past winter of '72 and '73, suffered very severely. The ground was frozen to a depth of about three feet, and the rail laid almost as solid as upon an anvil. Any irregularity of surface that would be presented in the rail would be struck and hammered, or receive a series of blows that would destroy the strength or vital principle of the iron, and at the point of fracture the rail would have the appearance of cast iron. On a road that would run forty or fifty trains per day, each one of these joints would receive between three and four thousand blows every twenty-four hours, and some of these blows would of course be very severe ones.

And again, where ties were placed some distance apart, and the tie at the joint of the rail rotten, then the rail formed an excellent lever in itself to break at or near the next good tie; and to put on new iron and block it up, it will not stay in position very well, and soon goes like the previous rail. Hence it is found very profitable to go into the winter in as good condition as possible.

There are several roads in this State that are absolutely poor, their earnings being barely sufficient to meet current expenses and to keep

their road in something near a safe condition with as small an expenditure of money as possible.

On other roads there could be different reasons given for their roads not appearing to be in better condition than they were.

On one road, if the officers were a little more liberal in furnishing men, money and material, the road would be made much safer, and of course its condition greatly improved. On other roads the bridge-men and civil engineers had failed to do their duty, or at least were very negligent, and the officers seemed to express surprise when made aware of the real condition of their bridges and trestle-work.

But it must be said to the credit of all the roads, that, to the best of my knowledge, in no instance where it was suggested that repairs should be made, or that anything was presumed to be unsafe, but that the work was done within a reasonable time thereafter; and during the past year there has been a large amount of work done just in this manner, that has not only been of great benefit to the roads, but also to the public.

Respectfully submitted,

W. S. WILLIAMS,
Civil Engineer.

CANTON, OHIO, *December 10, 1873.*

[B]

REVIEW OF THE HISTORY, PROGRESS, COST, USES AND
ECONOMY OF RAILROADS IN OHIO.

BY E. D. MANSFIELD, LL.D.

I. OF HISTORY.—The general history of railroads in Ohio, as in the whole country, may be stated very briefly. In 1825, the Liverpool and Manchester Railroad was opened, at which Mr. Huskisson, a distinguished English statesman, was killed. This was practically the beginning of the railroad system, both in Europe and America. In it was the first real success of the locomotive. Tram-railways, with cars drawn by horses, had been used long before, but it is obvious that such railways were only improved turnpikes, and without the locomotive the railway was only a local and temporary convenience. It was the locomotive which made the railroad successful, and has made it the greatest practical improvement of the modern world. No sooner had the Liverpool and Manchester road proved successful, than the public mind was everywhere, especially in the United States, turned to this wonderful machine. Engineers were specially exercised over the matter, and, in spite of all abstract reasoning, made some great and palpable mistakes—mistakes which, however, could in no way be corrected but by the results of actual experience. The causes of these mistakes are obvious. There were two elements of railroad which, until experimented upon, must be unknown quantities. These are friction and time. The engineers did not at all foresee the strength of friction and gravity to hold the train, drawn by a locomotive, up even on the lowest grade. So, also, they could not at first comprehend the great value to merchants and producers of the difference in time between a slow and a rapid rate of transit. When, therefore, the Liverpool and Manchester road was first opened, the best engineers in the country, and nearly all intelligent men, said that a railroad (1) might be a good thing for passengers and *light* freight, but could never carry heavy goods; and (2) that a locomotive could only overcome very *low* grades. Some engineers went so far as to say that the resistance of the wind would prevent the trains going very rapidly. But we see that the experience of more than forty years has disproved all these things, and established just the contrary. Heavy freights are the greatest and most profitable business of railroads. Heavy grades (over 100 feet), as in the Baltimore and Ohio road, are overcome without difficulty. The saving of

time is such that railroads are preferred, even for heavy goods, to all other kinds of conveyance. The experience of the Liverpool and Manchester road soon proved these facts, and some experiments near Philadelphia, about 1840, proved that a powerful engine could take a train of cars up 200 feet grade.

When (about 1830) the experience of the English railroads had established the main elements of railroad success, the active minds of America engaged in scientific or commercial pursuits became intensely interested, and at once looked forward to its immense importance and advantage in this country. It was seen at once that in a country of such wide surface, such extensive coasts, and such magnificent rivers and bays, the railroads to connect these, and to make vast transit lines over the country, must be a great and most profitable element of future progress. In no State was this more quickly seen or more fully understood than in this State of Ohio, which, by its position as a central State, an agricultural State, a mining State, must ever need the best and quickest lines of transit from the producing fields to the great markets. Accordingly, many lines were at once proposed, and the legislative record will show that in 1831, 1832, 1833, 1835 and 1836 a great many special charters were granted by the Legislature of Ohio. Some of the roads then chartered were never made, but nearly all have been, and of those since made and successful the following examples will show the period of early activity, viz:

"Cincinnati, Sandusky and Cleveland Railroad," chartered June 5, 1832 (see page 55 Railway Report 1869); "Little Miami Railroad Company," chartered March 11, 1836; "Cleveland, Columbus and Cincinnati," March 14, 1836; "Sandusky, Mansfield and Newark," March 9, 1835. (See for charters Annual Railway Reports.)

The excitement of the public mind on the subject of railroads in Ohio (and it was quite great) reached its climax in 1836. Nearly all the plans which in the 37 years since have been executed were then formed, and very little new, in the way of routes and speculation, has been suggested since. But time and capital were required to execute any of these plans, and to bring out any of the results expected. But time and capital did come, and with them a great deal of experience which was not in the least anticipated. In the first place, there was a marvelous difference in the kind and amount of work which railroads did from what was expected of them. The work done was ten-fold what had been anticipated, which arose partly from the false ideas to which we alluded, and partly, perhaps more, to the great and rapid influence of railroads upon the country. But there was another surprise equally great. This was the greater cost, both of construction and of operation, than had been expected. The cost of construction in the end proved (as we shall show by examples) *four-fold* the

original estimates. As neither engineers or men of science or of commerce had anticipated the immense business of railroads, so they had not anticipated the solidity or the wear and tear required to do that business. The result has been that the railroad has become a vast, almost incalculable, machine in the business of the country, and that its cost and expenses have increased accordingly.

II. PROGRESS OF RAILROADS IN OHIO.—The dates of the charters of some of the earliest railroads have been given above. Their actual commencement and progress has been, as nearly as we can ascertain, as follows :

It is said that the first actual piece of railroad was made on the Cincinnati and Sandusky road ; but about the same time was made the Little Miami road, and of that we have a record. The Little Miami Railroad was first surveyed in 1836-37, we think by General Mitchell.

We have before us the report of Mr. Shoemaker, engineer in 1839. This report, as compared with our present ideas of railroads, is a curiosity—showing how far the then ideas of cost and business fell short of what it actually took. But before we notice that we will state the actual progress, in miles, of railroads within the State of Ohio. The report of Mr. Shoemaker is dated in 1839. The Little Miami road was commenced about 1840, and a considerable part had been made in 1842, and its first annual report made in that year. In 1849 the road was in operation to Xenia, and in 1851-2 the Xenia and Columbus road was made. In 1852, according to Andrews' report on American Trade, there were in Ohio (in whole or in part) thirteen lines of railroad, making in all 1,154 miles *in operation*. From thence on the progress of railroads in Ohio has been, in miles, as follows. All the roads, with their charters, length, cost and business will be found in the "Annual Railway Reports:"

In 1852.....	1,154 miles	.....By Andrews.
In 1858.....	2,567 "	.....Com'r of Statistics.
In 1860.....	2,565 "" "
In 1861.....	3,024 "" "
In 1865.....	3,340 "" "
In 1871.....	3,457 "	.....Railway Report.

The above miles are those only *in Ohio*, and are entirely exclusive of double tracks or side tracks. According to this statement, believed to be true, in thirty years, from 1841 to 1871, the State of Ohio made, on an average, 115 miles of railroad per annum ; but from 1852 to 1858 there was an average of 235 miles per annum. It is believed that the average since 1870, and in the present year (1873), will be at least 150 miles per annum ; so that in January, 1874, there will be fully 3,800 miles *in operation in Ohio*. This is, in round numbers, one mile of railroad to each ten

square miles of surface. Looking to the opening of mines and the carriage of coal and iron to market, and the rapid increase of local trade, it is probable that the present annual *increase* of railroad mileage and traffic will be continued for many years.

But there is another aspect of railroad progress which is more interesting than this. This is the increase of cost in constructing the roads, and of the expenses and the traffic. We can illustrate this by practical examples. Let us take some of the oldest roads and those under the same conditions. For cost, take the Little Miami Railroad :

In 1839, estimated cost per mile	\$10,350
In 1849, actual cost per mile (7th Annual Report).....	25,800
In 1854, actual cost per mile (12th Annual Report).....	37,500
In 1869, actual cost per mile (Railway Report).....	46,000

In twenty years, from 1849 to 1869, the cost per mile (that is, the construction cost) increased 85 per cent. ; and if the double track were made, would be over 100 per cent. The cause of this is obvious to all acquainted with railroads. The flat bar iron with which the roads began was exchanged for rails at double the cost ; the real estate required was four times as much and four times as dear ; all kinds of new equipment had to be procured for increased business. In one word, the increased business was so much greater than was anticipated that the old roads had to be nearly reconstructed. In conclusion we may say, without going into detail, that experience proves that a road which thirty years ago would have been estimated at \$25,000 per mile, would now *cost* over \$40,000 per mile for a single track, under the most favorable conditions.

Let us now look to the other side, and see what has been the increase of business. By comparing these two lines of progress we shall see whether the value of railroads, as property, has been increasing, and whether the profits are any greater.

THE INCREASE OF TRAFFIC.

We will illustrate as before, and then take several railroads of Ohio, under exactly the same conditions. First, of the increased traffic on the Little Miami Railroad. The following statement is taken from official reports :

	Passengers.	Freight.
In 1849.....	100,970	51,000 tons.
In 1854	322,422	161,000 "
In 1869	322,240	272,160 "

The last result (for 1869) is on only the *same number of miles* as in 1849 and 1854. The comparison, therefore, is exact ; and the results show what the real progress of the traffic on this road is. Thus, from 1849 to

1854 the increase of traffic was, passengers, 220 per cent., and of freight, 220 per cent; from 1854 to 1869, passengers and freight, 70 per cent. In the twenty years from 1849 to 1869, the *increase* of passengers was 220 per cent., and the increase of freight was 420 per cent. Now we can see exactly how the *cost* and the *business* of this road, which is an example of nearly all the railroads of this State, have run together. It stands thus :

In 20 years, <i>increase</i> of cost (or capital)	100 per cent.
“ “ passengers.....	220 “
“ “ freight	420 “

Averaging the increase of passengers and freight at 300 per cent. for 20 years, and supposing the rates of transportation to have remained the same, the *ratios* would stand thus :

Increase of cost.....	5 per cent. per annum.
Increase of business.....	15 “ “

This is conclusive that if the rates and the management remained the same, a railroad such as this is not only profitable now, but must *increase its profits indefinitely for many years* ; for the increase of such a State as Ohio must go on at least as fast as it has done for 20 years past for many years to come.

It may be supposed that the Little Miami Railroad is a peculiar case ; and therefore let us take four of the Ohio railroads, under the same conditions of length and time, and compare them in regard to results. Let us take for example their gross receipts. The following table will show what the increase has actually been :

	In 1859.	In 1869.
Cincinnati, Hamilton and Dayton.....	\$561,681 52	\$1,193,846 63
Cleveland and Pittsburgh.....	772,694 00	2,326,142 07
Pittsburgh and Fort Wayne	1,991,702 40	4,419,829 22
Little Miami and Columbus.....	1,256,754 73	1,680,316 54
Sandusky and Newark	186,191 76	412,533 46
Aggregate	<u>\$4,708,424 41</u>	<u>\$10,037,672 91</u>

Here is an increase of 111 per cent. in ten years ; that is, just 11 per cent. per annum. A more minute and detailed examination made by us, of all the railroad receipts in Ohio, proves that a *general average* of 9 per cent. per annum on the gross receipts of railroads in Ohio may be depended upon. It is further very evident that this increase must continue for many years, for the new development of mines and factories will give a larger proportion of people and business in the next twenty years than has existed for twenty years past. Let us now look at the increase of passengers and freight which has caused this increase of receipts, and which, for reasons we have given, is likely to continue :

	In 1859.		In 1869.	
	Passengers.	Freight.	Passengers.	Freight.
Cincinnati, Hamilton and Dayton.	353,935	268,819 tons.	636,158	488,852 tons.
Cleveland and Pittsburgh.....	281,392	.....	535,301	901,729 "
Pittsburgh and Fort Wayne.....	413,317	466,619 "	1,625,235	1,514,729 "
Little Miami and Columbus	352,357	303,616 "	467,538	451,042 "
Sandusky and Newark	101,300	75,000 "	177,689	92,759 "
Aggregates.....	1,502,331	1,114,054 tons.	3,441,921	3,449,111 tons.

The freights on the Pittsburgh and Cleveland for 1859 are wanting, but the proportion for freights is given only on the other four roads. It will be seen also that the quantities for the Little Miami are different from those on the former page, because we have here taken the *whole* road and branches, and in the former table only the road to Xenia and Springfield. Both tables are correct. The result of this table shows the following conclusions :

Increase of passengers.....	130 per cent.
Increase of freights	130 "

Thus we have in ten years an increase of 13 *per cent. per annum* on the actual carriage of the roads, while the increase of *gross receipts* was but 11 per cent. We may infer from this that the *rates* have actually *diminished*, and such is no doubt the fact. The important conclusion from the unimpeachable facts we have presented is, that in truth *railroad property* is a very *profitable* property, and in the future must be more so ; but that this fact is not known and observable to the public on account of certain difficulties which are inevitable and unavoidable with works *which must grow with the growth of the country*. These difficulties are :

1. That they *cannot stop*. If any one of the five railroads in the above table could stop at what it now does, it would be the most profitable property in the country. But it cannot stop, because growth never stops. Its business grows faster than its directors ever anticipated, and they must make new investments to prepare for it.

2. Because railroads in this country are never *finished*. Railroads *began* with one track, and nearly all of them have no more now. But what is required? Every good railroad must have a *double track*, and there is no avoiding it. To avoid it, the business of the country must stop just where it is ; but it won't stop, it will go on, and full half of all the railroads in the country must be double-tracked. But this is not all. Those roads which make up the great transit lines from the producing

fields of the West to the great markets of the East, must have *four tracks*, in order that *continuous* trains of both passengers and freight may be carried through without either danger or stoppage. It is this state of fact, which requires for many years to come vastly increased capital for the cost of the roads, which makes it difficult to understand why railroads are not now profitable. They are profitable. Let any of them stop just where they are, and no property in Ohio is so profitable; but they cannot do that; they must go on with the growth of the State and the nation.

III. THE USES AND ECONOMY OF RAILROADS.—The practical uses of a railroad are confined to two great ends—one to render it *profitable* to transport products and merchandise to distant points for markets, which could not have been done at any moderate cost without it; and secondly, and perhaps mainly, in the *saving of time*, which is the saving of money. It is true that in some places and districts of the country canals might answer the same purpose of carriage, but they utterly fail in regard to time. So also it was profitable to carry goods or products before either canals or railroads existed, but the expense was immense by the loss of time; and we say without hesitation, that the present business of the country could *not* be carried on without railroads. We may give some practical illustrations. In 1825–6, when the Ohio Canal had been begun, wheat sold at Massillon (in the wheat section of the State) at 37½ cents per bushel. On the completion of the canal, an average of 50 cents per bushel was added, and in the last fifteen years, an average of 50 cents more by the railroads. Ohio averages an exportation of 12,000,000 bushels of wheat per annum, so that the *gain* to farmers on the single item of wheat was \$6,000,000 per annum. But the gain in *interest* by the saving of *time* was nearly as great; but as these facts relate to the economy of railroads, we will illustrate this point separately.

Of the economy of railroads, notwithstanding their immense cost, the facts we shall now state are a complete *demonstration*. First, it is very evident that the cost of transportation may (without railroads) be, at great distances, so great as to exceed the value of the articles, and therefore of itself prohibit the carriage to market of surplus agricultural products, or, in fact, of any heavy merchandise.

The table on the following page was prepared many years ago, but is equally applicable now. It was prepared when Ohio had made four or five of her principal roads, in order to show what was the precise effect of a railroad in cheapening carriage as compared with turnpike roads.

VALUE OF A TON OF WHEAT AND ONE OF CORN, AT GIVEN POINTS FROM MARKET.

	TRANSPORTATION BY RAILROAD.		TRANSPORTATION BY ORDINARY HIGHWAY.	
	Wheat.	Corn.	Wheat.	Corn.
Value at market	\$49 50	\$24 75	\$49 50	\$24 75
10 miles from market	49 35	24 60	48 00	23 25
20 " "	49 20	24 45	46 50	21 75
30 " "	49 05	24 30	45 00	20 25
40 " "	48 90	24 15	43 50	18 75
50 " "	48 75	24 00	42 00	17 25
60 " "	48 60	23 85	40 50	15 75
70 " "	48 45	23 70	39 00	14 25
80 " "	48 30	23 55	37 50	12 75
90 " "	48 15	23 40	36 00	11 25
100 " "	48 00	23 25	34 50	9 75
110 " "	47 85	23 10	33 00	8 25
120 " "	47 70	22 95	31 50	6 75
130 " "	47 55	22 80	30 00	5 25
140 " "	47 40	22 65	28 50	3 75
150 " "	47 25	22 50	27 00	2 25
160 " "	47 10	22 35	25 50	75
170 " "	46 95	22 20	24 00	00
180 " "	46 80	22 05	22 50	.....
190 " "	46 65	21 90	21 00	.....
200 " "	46 50	21 75	19 50	.....
210 " "	46 35	21 60	18 00	.....
220 " "	46 20	21 45	16 50	.....
230 " "	46 05	21 30	15 00	.....
240 " "	45 90	21 15	13 50	.....
250 " "	45 75	21 00	12 00	.....
260 " "	45 60	20 85	10 50	.....
270 " "	45 45	20 70	9 00	.....
280 " "	45 30	20 55	7 50	.....
290 " "	45 15	20 40	6 00	.....
300 " "	45 00	20 25	4 50	.....
310 " "	44 85	20 10	3 00	.....
320 " "	44 70	19 95	1 50	.....
330 " "	44 55	19 80	00	.....

The prices thus given were taken from the eastern markets at that time, and were high. It will be seen that at 170 miles of land carriage, corn was worthless, and at 330 miles, wheat was worthless. Hence, without the New York and Erie Canal, the wheat and corn of Ohio could not be sold in the eastern markets. Ohio had at that time made all the canals she now has, and that was all the water carriage she could get; but with these, and with all the rivers and the lake, there is half the land of Ohio where grain would not be available in the eastern markets on account of the expense of carriage.

Now let us turn to the value of lands increased by railroads. We take the following paragraph from "Andrews' Report on the Colonial and Lake Trade":

"It is estimated by the intelligent President of the Nashville and Chatanooga Railroad that the increased value of a belt of land ten miles wide, lying upon each side of its

line, is equal to at least \$7.50 per acre, or \$96,000 for every mile of road, which will cost only about \$20,000 per mile. That work has already created a value in its influence upon real property alone equal to about five times its cost. What is true of the Nashville and Chattanooga road is equally so, probably, of the average of roads throughout the country. It is believed that the construction of the three thousand miles of railroad of Ohio will add to the value of the landed property in the State at least five times the cost of the roads, assuming this to be \$60,000,000."

Since that report was made, 800 miles of railroad have been made, and the value of railroad property brought up to \$125,000,000. On the data we have given, the *increased value* of land in Ohio produced by railroads is probably \$400,000,000, but the increased value of *exported produce* brought in to the farmers must be added to this. The *main lines* of road have been in operation nearly twenty years, and the calculation will stand about thus:

Increased value of exported wheat (20 years).....	\$120,000,000
“ “ exported corn, cattle, hogs, whisky, etc.....	100,000,000
Saving to an average of 100,000 passengers per annum going to the east, at \$30 each (20 years).....	60,000,000
Increased values of lands.....	400,000,000
Aggregate.....	<u>\$680,000,000</u>

This is a rough estimate, and any one who will go into the details will find it a very low estimate. Striking out that part saved by passengers, and half the annual produce, we shall find that *five hundred millions of dollars* (exclusive of the value of the roads) has been added to the permanent capital and property of the State. In consequence of this vast increase of value, Ohio was put down in the census at the true value of \$2,200,000,000) *two thousand two hundred millions of dollars*, and that is below its actual value. The economy of railroads is therefore the true reason why so much capital is engaged in constructing them; and with this demonstration we leave the subject of this article.

[C]

RAILROAD LAWS.

THE SEVERAL ACTS CONFERRING AUTHORITY ON THE COMMISSIONER, DEFINING DUTIES OF THE OFFICE, WITH DATE OF PASSAGE, AND REFERENCE TO PAGE WHERE FOUND IN OHIO LAWS.

AN ACT to provide for the appointment of a Commissioner of Railroads and Telegraphs, and to prescribe his duties.

[1867, April 5, p. 111, Vol. 64.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That there shall be appointed by the governor, by and with the advice and consent of the senate, within fifteen days after the passage of this act, a person to be styled the Commissioner of Railroads and Telegraphs, who shall hold his office for the period of two years, and until his successor is appointed and qualified. The person who is so appointed shall be an elector of this state, and shall have no official connection with any railroad, nor during the term of his office own or be interested in the stock, bonds, or other property, or in the employ of any railroad. In case of vacancy by death, resignation, removal from the state, or otherwise, the governor shall fill the vacancy and report the name of such appointee to the senate, if in session, and if not, within ten days after the commencement of the next session, who, by the advice and consent of the senate, shall hold his office for the full term of two years, as hereinbefore provided, from the day of his appointment; provided, that if the governor shall at any time become satisfied that the commisssoner is inefficient or derelict in the discharge of the duties of his office, or in any way uses the advantage of his position for personal ends, to the disadvantage of the public interest, he is hereby authorized and required, by and with the advice and consent of the senate, if it be in session, to remove the said commissioner from office; and if the senate be not in session, to suspend him from the discharge of the duties of said office, temporarily filling the vacancy as provided for in this section, and reporting the facts to the senate when in session.

SEC. 2. Before entering upon the discharge of the duties of his office, said commissioner shall take an oath or affirmation to support the constitution of the United States and of this state, and to faithfully and honestly discharge his duties as such commissioner, and that he is not an officer, stockholder, or employe of any railroad, or in any way interested therein; or stockholder, officer, or employe of any express or freight company, doing business on any of the railroads of this state, or interested therein; or a stockholder, officer, or employe of any telegraph company operating in this state.

[Original section 3, amended April 8, 1871 (63 O. L., 55), as follows:]

SEC. 3. He shall receive for his services three thousand dollars per annum, and be furnished with an office, office furniture and stationery, at the expense of the state. He

shall have power to employ a clerk to perform such duties as may be assigned by him, to be paid out of the state treasury, at the rate of twelve hundred dollars per annum.

SEC. 4. Said railroad commissioner shall have the right of passing, in the performance of his duties, on all the railroads in this state, and upon all the trains, and any part thereof, free of charge.

SEC. 5. It shall be the duty of such commissioner, whenever it shall come to his knowledge, either upon complaint or otherwise, or he shall have reason to believe that any of the officers, employes or agents of any railroad in this state are violating any of the laws of this state relating to railroads, to examine into all such violations; and if such complaint shall be found true, he shall report the same to the governor with his annual report, to be laid before the general assembly. In making such examination, he shall have power to issue subpoena for witnesses and administer oaths. He shall prosecute, or cause to be prosecuted, all violations of any of the laws relating to railroads.

SEC. 6. Whenever the commissioner shall have reasonable grounds to believe, either on complaint or otherwise, that any of the tracks, bridges, or other structures of any railroad in this state are in a condition which renders any of them dangerous, or unfit for the transportation of passengers with reasonable safety, it shall be his duty to inspect and examine the same; and if, on such examination, in his opinion any of such tracks, bridges, or other structures or works are unfit for the transportation of passengers with reasonable safety, it shall be his duty to give to the superintendent or other executive officer of the company working or operating said defective track, bridge, or other structure, notice of the condition thereof and of the repairs necessary to place the same in a reasonably safe condition; and may also order and direct the rate of speed of passing trains over such dangerous or defective track, bridge or other structure, until the said repairs are made, and the time within which such repairs shall be made by the company; and if any superintendent or other executive officer aforesaid, receiving such notice and order, shall willfully neglect, for the period of two days after receiving such notice and order, to direct the proper subordinate officers of the company to run the passenger trains over such defective track, bridge, or other structure, at the speed so prescribed by the commissioner, or if any engineer, conductor or other employe of such company shall knowingly disobey such order, every such superintendent, officer, conductor, or employe shall be deemed guilty of a misdemeanor, and on conviction thereof upon indictment shall be fined in any sum not exceeding five hundred dollars, or be imprisoned in the jail of the county in which said indictment may be found for a period not exceeding one year, or both, at the discretion of the court. And the commissioner shall have power to wholly stop the running of passenger trains over such defective track, bridge, or other structure. If said company shall neglect, or, without reasonable cause, fail to make said repair within the time prescribed by said commissioner, such company, for each and every day that ensues thereafter, and until said repairs are made, shall forfeit and pay to the state the sum of one hundred dollars.

SEC. 7. All prosecutions against railroad companies, or any officer or employe thereof, for forfeitures, penalties or fines for the violation of any of the laws relating to said roads or telegraphs, shall be by action in the name of the State of Ohio, and all moneys arising from such suits shall be paid into the state treasury by the prosecuting attorney or commissioner collecting and receiving the same; and prosecuting attorneys shall be entitled to receive from the state treasury, for their services under the provisions of this act, ten per cent. on all moneys by them collected and paid over.

SEC. 8. It shall be the duty of the prosecuting attorneys of the several counties within, into or through which any railroad is located and worked, upon the application

of any persons claiming to be aggrieved by violation of the laws of the State, by the superintendents or other executive officer or employe of such road, whereby penalties have been incurred, upon a careful investigation, and being satisfied that said penalties have been incurred, or upon being instructed and required by the commissioner, to sue for and recover such penalties in the name and for the use of the state of Ohio; provided, that such prosecuting attorney shall not bring any action at the instance of any private party, unless such party shall first become liable for costs, and in case the State fails in such suit, the costs thereof shall be adjudged against such party.

[Original section 9, amended May 13, 1863. 65 O. L., 183.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That section nine of the above recited act be so amended as to read as follows:

Section 9. It is hereby made the duty of the president or other officer in charge of each and every railroad company having a line of railroad in this State to make an annual report to the commissioner for the year ending on the 30th day of June preceding; which report shall be verified by the oath or affirmation of such president or other officer in charge, and be filed in the office of the commissioner by the 1st day of September in each year, and shall state—

AS TO STOCK AND DEBTS.

- 1st. The amount of capital stock paid in.
- 2d. The amount of capital stock unpaid.
- 3d. The amount of funded debt.
- 4th. The amount of floating debt.

AS TO COST OF ROAD AND EQUIPMENT.

- 5th. Cost of construction.
- 6th. Cost of right of way.
- 7th. Cost of equipment.
- 8th. All other items embraced in cost of road and equipment not embraced in three preceding questions.

Total cost of road and equipment to this date.

AS TO CHARACTERISTICS OF THE ROAD, ETC.

- 9th. Length of single main track laid with iron.
- 10th. Length of double main track.
- 11th. Length of branches, stating whether they have single or double track.
- 12th. Aggregate length of sidings and other tracks not above enumerated.
- Total length of iron embraced in preceding heads
- 13th. The maximum grade, with its length in main road, and also in branches.
- 14th. The shortest radius of curvature, with length of curve in main road, and also in branches.
- 15th. Total degrees of curvature in main road, and also in branches.
- 16th. Total length of straight line in main road, and also in branches.
- 17th. Number of wooden bridges, and aggregate length in feet.
- 18th. Number of iron bridges, and aggregate length in feet.
- 19th. Number of stone bridges, and aggregate length in feet.
- 20th. Number of wooden trestles, and aggregate length in feet.
- 21st. The greatest age of wooden bridges.

- 22d. The average age of wooden bridges.
- 23d. The greatest age of wooden trestles.
- 24th. The number and kind of new bridges built during the year, and length in feet.
- 25th. The length of road unfenced on either side, and the reason therefor.
- 26th. Number of engines.
- 27th. Number of passenger cars.
- 28th. Number of express and baggage cars.
- 29th. Number of freight cars.
- 30th. Number of other cars.
- 31st. The highest rate of speed allowed by express passenger trains when in motion.
- 32d. The highest rate of speed allowed by mail and accommodation trains when in motion.
- 33d. The highest rate of speed allowed by freight trains when in motion.
- 34th. The rate of fare for passengers charged for the respective classes per mile.
- 35th. The highest rate per ton per mile charged for the transportation of the various classes of freight—through and local.

DOINGS OF THE YEAR.

- 36th. The length of new iron laid during the year.
- 37th. The length of re-rolled iron laid during the year.
- 38th. The number of miles run by passenger trains.
- 39th. The number of miles run by freight trains.
- 40th. The number of passengers (all classes) carried in cars.
- 41st. The number of tons of through freight carried.
- 42d. The number of tons of local freight carried.

EARNINGS FOR THE YEAR.

- 43d. From transportation of passengers.
- 44th. From transportation of freight.
- 45th. From mail and express.
- 46th. From all other sources.
- Total earnings for the year.

EXPENDITURES FOR THE YEAR.

- 47th. For construction and new equipment.
- 48th. For maintenance of way and structures.
- 49th. For maintaining and operating motive power and cars.
- 50th. For transportation expenses, including those of stations and trains.
- 51st. For dividends, rate *per cent.*, and amount.
- 52d. All other expenditures, either for management of road, maintenance of way, motive power and cars, and for other purposes.
- Total expenditures during the year.

55th. The number and kind of farm animals killed, and amount of damages paid therefor.

59th. A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, and such other and further information as may be required by the commissioner; but if any company shall be unable to furnish the required information, the reasons therefor shall be given. The commissioner shall prepare and furnish to each railroad company, or to each organization having one or more railroads in charge, and to

each telegraph company or chief manager thereof in this state, or having lines in this state, blank forms for making the reports required by this act, which blanks may be so prepared by the commissioner as to obtain the information required by the foregoing inquiries more in detail, or omit such of a historical or permanent character as may have been given in previous reports.

[Original sections 10 and 11, amended April 25, 1873 (70 O. L., 158), as follows:]

SECTION 10. Every president or other officer in charge of any railroad now doing business or in the course of construction in this state, or of any company organized in this state as provided by section seven of the act entitled "An act regulating railroad companies," passed February 11, 1848, who shall neglect or refuse to make and furnish such report at the time prescribed in section nine of this act, as amended May 13, 1868, or as required by the commissioner, shall forfeit and pay a sum not exceeding one thousand dollars, to be recovered in the name and for the use of the state of Ohio; and he shall be subject to a like penalty for every period of thirty days after the time he shall neglect or refuse to make such report.

SEC. 11. It shall be the duty of the president or chief officer of any telegraph line or company doing business in this state, or in process of construction, to make an annual report of its business to the commissioner of railroads and telegraphs, in such form as such commissioner may direct, for the year ending on the 30th day of June preceding; which report shall be verified by the oath or affirmation of such president or officer in charge, and shall be filed in the office of the commissioner by the first day of September in each year. For a refusal or neglect by such officer to make and furnish such report at the time prescribed in this act, the company he represents shall forfeit and pay a sum not exceeding five hundred dollars, to be recovered in the name and for the use of the state of Ohio; and said company shall be subject to a like penalty for every period of thirty days after the time its chief officer shall neglect or refuse to make and file such report.

[Original section 12, amended May 13, 1868. 65 O. L., 185. See also section 9.]

SEC. 2. Section twelve of said act shall be so amended as to read as follows:

Section 12. It shall be the duty of the commissioner aforesaid to make to the governor, on or before the first day of January of each year, a full and accurate report of the condition and affairs of all the railroad and telegraph companies having lines in this state; also of all accidents resulting in injuries to persons and the roads upon which they occurred, and the circumstances and cause thereof, and such other information, suggestions and recommendations as he may deem of advantage to the state. The governor shall cause 2,000 copies of said report to be printed by the printer having the contract for this branch of the public printing, and lay the same before the general assembly in printed form; 600 copies of said report to be bound in muslin and suitably lettered on the back; 2 copies for the use of each member of the general assembly, and 200 copies for the commissioner, the remainder to be covered in brochure covers and distributed as follows: To the general assembly, 1,000 copies; to the commissioner, 300 copies; and the balance to be deposited in the state library for the use and distribution by the librarian, according to law or the resolution of the general assembly.

SEC. 3. The appointment of the clerk of the commissioner shall be evidenced by a certificate of the commissioner, and shall continue during the pleasure of the commissioner; and in the absence or disability of the commissioner, the clerk shall have power

to issue subpoenas for witnesses and administer oaths in all cases pertaining to the duties of the office.

SEC. 4 Said original sections nine and twelve, amended by this act, are hereby repealed, and this act shall take effect and be in force from and after its passage.

AN ACT further prescribing the duties of Secretaries of Railroad and Telegraph Companies in the State of Ohio.

[1873, April 24, p. 155, Vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That it shall be and is hereby made the duty of the secretary of each and every railroad company, and of each and every telegraph company, now doing business, or whose line is in process of construction, or which may be hereafter organized within the state of Ohio, within thirty days from and after the passage of this act, or within thirty days after the election of the directors of said company, as provided in section nine of an act to provide for the creation and regulation of incorporated companies in the state of Ohio, passed May 1, 1852 (S. & C., 271), to make out and forward to the commissioner of railroads and telegraphs a statement of the officers and directors of their respective companies, giving the place of residence and post-office address of each; and thereafter, if any change shall occur in the organization of the officers or board of directors of said company, to notify the commissioner of railroads and telegraphs of the fact of such change, and the residence and post-office address of each of said officers and directors.

SEC. 2. That for a failure to comply with the provisions of this act, any company so neglecting for thirty days after the time herein provided, shall be subject to the same penalties as attach for neglecting or refusing to make the required annual report to the commissioner of railroads and telegraphs.

SEC. 3. This act shall take effect and be in force from and after its passage.

AN ACT to make more efficient the Reports of Railway and Telegraph Companies.

[1873, May 5, p. 276, Vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That whenever the returns of any corporation required to report to the commissioner of railroads and telegraphs are incomplete, defective, or probably erroneous, the commissioner shall notify such corporation thereof, and require it to amend said return within fifteen days. Each corporation shall make its returns strictly according to the forms provided. If the corporation find it impracticable to return all the items in detail as required, it shall state the reason why such details cannot be given; but no corporation shall be allowed to plead in excuse for not giving such details that it does not keep its accounts in such a manner as to enable it to do so; provided, that if the form for said returns and report furnished by the commissioner makes necessary any change or alteration in the present method or form of keeping their accounts, he shall give to said corporations at least

thirty days' notice thereof prior to the commencement of the year for which the said changes and additions may be necessary, in order to make the full returns required.

SEC. 2. The commissioner shall have power, personally, or by agent under his authority, to examine any railroad officer, agent or employe, under oath, relative to his stock or pecuniary interest, direct or indirect, in any freight, express, telegraph, sleeping car, construction, rolling stock or other company doing business upon or in connection with the road of which he is such employe; also, to examine into the cause of each accident resulting in loss of life to person or persons; and it is hereby made the duty of the superintendent of each railway in the state to notify said commissioner of such accident, by telegraph, immediately upon its occurrence.

SEC. 3. The several railway corporations operating railways in the state shall at all times, on demand, furnish said commissioner any information required by him concerning the condition, management and operations of the railways under their direction and control respectively, and particularly with copies of all leases, contracts and agreements for transportation with express companies or otherwise to which they are parties, and also with the rates for transporting freight and passengers upon their railways, and upon those with which their roads respectively have connection in business. A refusal or neglect by any company to comply with the provisions of this act shall subject it to the same penalties as attach for failure to make annual report to said commissioner. The commissioner, in the discharge of his duties under the provisions of this act, shall have power to subpoena witnesses and administer oaths, and pay the necessary expenses incurred by draft from the contingent fund of his office. And any railroad officer, agent or employe, who shall refuse to answer, under oath, any question or questions to be asked by the commissioner or his agents, by the terms of section two of this act, shall, upon conviction thereof, for the first offense be fined in any sum not less than fifty nor more than five hundred dollars. For each succeeding offense he shall be liable to such fine, and in addition thereto shall be imprisoned in the county jail not less than five nor more than thirty days; and each refusal to answer the same question or questions shall constitute a separate and distinct offense. The property of the railroad company of which the person so convicted is an officer, agent or employe, shall be liable to be taken in execution to satisfy the fines and costs in such cases. All prosecutions made under the provisions of this act shall be by indictment in the court of common pleas in the county in which such offense is committed; and it is hereby made the duty of the prosecuting attorney of such county, upon complaint of the commissioner, as part of his official duties, to attend to the prosecution of all offenses committed under the provisions of this act.

SEC. 4. This act shall take effect and be in force from and after its passage.

ACTS PASSED IN 1873.

Two acts passed March 31st (70 O. L., pp. 68 and 70), being amendments of the "Boesel Law," are omitted because of decision of Supreme Court, May 22, 1873, declaring original law unconstitutional.

AN ACT to amend section twenty-four of an act entitled "An act to provide for the creation and regulation of Incorporated Companies in the State of Ohio, passed May 1st, 1852," (S. and C., page 271), and supplementary to said act.

[1873, April 15, p. 129, Vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That section twenty-four of the above entitled act be so amended as to read as follows :

Section 24. Any railroad company heretofore or hereafter incorporated, may at any time, by means of subscription to the capital stock of any other company or otherwise, aid such company in the construction of its railroad for the purpose of forming a connection of said last mentioned road with the road owned by the company furnishing said aid, where the road of the company so to be aided does not form a competing line; or any railroad company organized in pursuance of law may lease or purchase any part or all of any railroad constructed by any other company, if said companies' lines of said road are continuous or connected, and not competing, as aforesaid, upon such terms and conditions as may be agreed upon between said companies respectively; or any two or more railroad companies whose lines are so connected, and not competing, may enter into any arrangement for their common benefit consistent with and calculated to promote the objects for which they were created: Provided, that no such aid shall be furnished, nor any purchase, lease, or arrangement perfected, until a meeting of the stockholders of each of said companies shall have been called for that purpose by the directors thereof, on thirty days' notice to each stockholder, at such time and place and in such manner as is provided for the annual meetings of said companies, and the holders of at least two-thirds of the stock of each company, in person or by proxy, shall have at such meeting assented thereto; and provided, that in case of the lease of any railroad situate in whole or in part within this state, the rental reserved and secured for said leased road shall be equal at least to the net earnings of such leased road for the fiscal year next preceding the one in which said lease is made.

SEC. 2. Any stockholder who shall refuse his assent to said lease, and signify the same by notice in writing to the lessee or lessees within sixty days thereafter, shall be entitled to demand and receive from such lessee or lessees, previous to such lease, purchase or arrangement being consummated, the average market value of his stock for six months next preceding the day of the meeting of the companies at which said lease is approved as aforesaid, on the surrender of his stock. If the stockholder and the lessee cannot agree as to the value of the stock, it shall be lawful for the parties to submit the question to arbitration, which arbitration shall be conducted in accordance with the provisions of the law in force regulating arbitrations (so far as the same may be applicable), by three disinterested persons, to be appointed upon the motion of either of the parties by the judge of the court of common pleas in the county in which the person owning the stock shall reside, or in case he be a non-resident of the state, or of any county through which said road shall pass, then in the county in which the principal office of the company shall be kept; and if any such stockholder shall refuse to sub-

mit the question to arbitration, the proper judge shall, upon the application of any director of either of the companies to the contract, appoint the arbitrators, who shall proceed to ascertain the value of the stock in the same manner as if the question had been submitted by consent of both parties; and if the party owning the stock shall refuse to receive the amount so awarded in any case provided for in this section, it shall be lawful for the company to deposit the same with the clerk of the court of common pleas of the county in which the arbitration shall be held, which deposit shall operate the same as if payment was made to the owner of the stock.

SEC. 3. In all cases of arbitration under the provisions of the foregoing section, it shall be the duty of the party desiring such arbitration to give the opposite party at least ten days' notice of his intention to apply to the judge for the appointment of the arbitrators, which notice shall be served in the same manner as is provided for the service of a summons, and shall specify the time and place of the hearing of such motion: Provided, that in cases of non-residents the notice shall be by publication made in the same manner and for the same time provided for by the code of civil procedure.

SEC. 4. No railroad company in this state shall lease the road of said company to any other railroad company, unless the lessor shall require and receive full and adequate security for the payment of the rental, and for the preservation of the property of said lessor in as good condition as on entering into possession.

SEC. 5. That every corporation of this state created before the adoption of the present constitution, which shall take any action under, or in pursuance of, any of the provisions of this act, shall thereafter and thereby be deemed to have consented, and shall be held to be and to have and exercise all and singular its franchises as a corporation, under and by virtue of the present constitution, and laws passed in pursuance thereof, of the state, and not otherwise.

SEC. 6. That original section twenty-four is hereby repealed, and this act shall take effect and be in force from and after its passage.

AN ACT further prescribing the duties of Secretaries of Railroad and Telegraph Companies in the State of Ohio.

[1873, April 24, p. 155, Vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That it shall be and is hereby made the duty of the secretary of each and every railroad company, and of each and every telegraph company, now doing business, or whose line is in process of construction, or which may be hereafter organized within the state of Ohio, within thirty days from and after the passage of this act, or within thirty days after the election of the directors of said company, as provided in section nine of an act to provide for the creation and regulation of incorporated companies in the state of Ohio, passed May 1, 1852 (S. & C., 271), to make out and forward to the commissioner of railroads and telegraphs a statement of the officers and directors of their respective companies, giving the place of residence and post-office address of each; and thereafter, if any change shall occur in the organization of the officers or board of directors of said company, to notify the commissioner of railroads and telegraphs of the fact of such change, and the residence and post-office address of each of said officers and directors.

SEC. 2. That for a failure to comply with the provisions of this act, any company so neglecting for thirty days after the time herein provided, shall be subject to the same penalties as attach for neglecting or refusing to make the required annual report to the commissioner of railroads and telegraphs.

SEC. 3. This act shall take effect and be in force from and after its passage.

AN ACT to prevent Frauds upon Railroad Companies.

[1873, April 24, p. 156, Vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That if any person shall counterfeit, forge or alter any ticket, check, order, coupon, receipt for fare or pass, printed, written, lithographed or engraved, issued by any railroad company, or by the owner, owners, agent, lessees or managers of any railroad company authorized to run or operate a railroad within the state of Ohio, designed to entitle the holder to ride on the cars of such railroad, or shall knowingly have in his or her possession any such counterfeit, forged or altered ticket, check, order, coupon, receipt for fare or pass, or shall utter, publish or put in circulation any such counterfeit, forged or altered ticket, check, order, coupon, receipt for fare or pass, with intent to defraud any such company, owners, lessees, managers, or any other person, the person so offending shall, upon conviction thereof, be fined in any sum not exceeding five hundred dollars, or imprisoned in the jail of the county not exceeding six months, or both, at the discretion of the court.

SEC. 2. That if any person shall, for the purpose and with the intent of restoring to its original appearance or to its nominal value, in whole or in part, at the time when the same was issued by any such railroad company, owner, lessee, agent or manager of such railroad, by any process, means or device whatsoever, remove, conceal, fill up or obliterate the cuts, marks, punch-holes, or other evidence of cancellation, from any such ticket, check, order, coupon, receipt for fare or pass, which had theretofore been issued by such company, owner, agent, lessee or manager, and canceled, in whole or in part, with intent to dispose of by sale or gift, or to circulate the same, or with the intent to defraud the company, owner, lessee or managers which had issued the same, or shall knowingly, with such fraudulent intent, have in his or her possession, or shall offer for sale, or shall offer in payment of fare on such railroad, such ticket, check, order, coupon, or pass, knowing the same to have been restored, in whole or in part, or to have been canceled, with intent to defraud as aforesaid, or shall knowingly sell, offer for sale or use any ticket, coupon, receipt or pass which should have been canceled, or any conductor of any railroad company who shall purposely fail to cancel any ticket, receipt, pass or coupon, which he has or should take up or cancel, or any person who shall in any manner trade, traffic, deal in or use any ticket, coupon, pass or receipt, which should have been taken up or canceled, such person or conductor so offending shall, upon conviction thereof, be fined in any sum not exceeding five hundred dollars, or imprisoned in the jail of the county not exceeding six months, or both, at the discretion of the court.

SEC. 3. This act shall take effect and be in force from and after its passage.

AN ACT to amend sections ten and eleven of an act entitled "An act to provide for the appointment of a Commissioner of Railroads and Telegraphs, and prescribe his duties," passed April 5, 1867, as amended May 13, 1868. (S. & S., p. 76)

[1873, April 23, p. 158, Vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That sections ten and eleven of the above recited act be so amended as to read as follows :

Section 10. Every president or other officer in charge of any railroad now doing business, or in the course of construction in this state, or of any company organized in this state as provided by section seven of the act entitled "An act regulating railroad companies," passed February 11, 1848, who shall neglect or refuse to make and furnish such report at the time prescribed in section nine of this act, as amended May 13, 1863, or as required by the commissioner, shall forfeit and pay a sum not exceeding one thousand dollars, to be recovered in the name and for the use of the state of Ohio ; and he shall be subject to a like penalty for every period of thirty days after the time he shall neglect or refuse to make such report.

Section 11. It shall be the duty of the president or chief officer of any telegraph line or company doing business in this state, or in process of construction, to make an annual report of its business to the commissioner of railroads and telegraphs, in such form as such commissioner may direct, for the year ending on the 30th day of June preceding ; which report shall be verified by the oath or affirmation of such president or officer in charge, and shall be filed in the office of the commissioner by the first day of September in each year. For a refusal or neglect by such officer to make and furnish such report at the time prescribed in this act, the company he represents shall forfeit and pay a sum not exceeding five hundred dollars, to be recovered in the name and for the use of the state of Ohio ; and said company shall be subject to a like penalty for every period of thirty days after the time its chief officer shall neglect or refuse to make and file such report.

SEC. 2. That the original sections ten and eleven of the above recited act, passed April 5, 1867, are hereby repealed.

SEC. 3. This act shall take effect and be in force from and after its passage.

AN ACT to amend section thirteen of an act entitled "An act to provide for the creation and regulation of Incorporated Companies in the State of Ohio," passed May 1, 1852.

[1873, April 25, p. 161, Vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That section thirteen of the above mentioned act be amended so as to read as follows :

Section 13. Such corporation, or any corporation operating a railroad in whole or in part in this state, may demand and receive for the transportation of passengers on said road not exceeding three cents per mile for a distance of more than eight miles, and for the transportation of property not exceeding five cents per ton per mile when the same is transported a distance of thirty miles or more ; and in case the same is transported a less distance than ten miles, such reasonable rate as may be from time to time fixed by said company or prescribed by law ; and every such corporation, company, person or persons who shall violate, or permit to be violated, the provisions of this act, or any other corporation, company, person or persons who shall demand or receive a greater sum of money for the transportation of passengers or property on or over their railroad

than the sum allowed by law, shall forfeit and pay to the party aggrieved a sum equal to double the amount of the overcharge; but in no case shall the amount of the forfeiture be less than twenty-five dollars.

SEC. 2. That said section thirteen is hereby repealed, and this act shall be in force from and after its passage.

AN ACT to authorize the construction of Freight-ways across Railroads and Highways.

[1873, May 1, p. 194, Vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That any person or persons owning or operating any coal or iron mine, stone quarry, rolling-mill or machine-shop within this State, and as a means of removing the product thereof, shall use, or desire to use, a railway, it shall be lawful for such person or persons to construct such railway, and to run cars thereon, over or under any railroad or public highway in this state, the consent of the owner of the fee in the land at such crossing first having been obtained: Provided such railroad shall be so constructed as in nowise to impede or to interfere with the running of cars, or the travel upon, or in any manner to injure or impair such railroad or highway, or any switch, building or appurtenance connected therewith or belonging thereto; and, provided, that when such freight-way shall be constructed over any such railroad, it shall be at the height of at least eighteen and one-half feet in the clear above the rails of the same.

SEC. 2. That before any person or persons shall construct a railway across any railroad as aforesaid, he or they shall submit the plan of construction to the commissioner of railroads and telegraphs, and obtain his approval thereof, whose duty it shall be, at the cost of such person or persons for traveling expenses or otherwise, to see that said construction shall in all respects conform to the requirements of this act.

SEC. 3. That this act shall take effect on its passage.

AN ACT to authorize the Purchasers of Unfinished Railroads to complete the same.

[1873, May 3, p. 245, Vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That where any railroad company organized under the laws of this state has purchased from any other railroad company, in good faith, and with the view of completing the same, any road-bed or unfinished line of road, or any part thereof, it shall be lawful for the company making such purchase to proceed to complete said road, or any part thereof, the same as might have been done originally by the company selling the same: Provided, that the road, or part thereof so purchased, shall be completed and put in running order within three years from the passage of this act.

SEC. 2. That this act shall take effect and be in force from and after its passage.

AN ACT to make more efficient the reports of railway and telegraph companies.

[1873, May, 5, p. 276, Vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That whenever the returns of any corporation required to report to the commissioner of railroads and

telegraphs are incomplete, defective, or probably erroneous, the commissioner shall notify such corporation thereof, and require it to amend said return within fifteen days. Each corporation shall make its returns strictly according to the forms provided. If the corporation find it impracticable to return all the items in detail as required, it shall state the reason why such details cannot be given; but no corporation shall be allowed to plead in excuse for not giving such details that it does not keep its accounts in such a manner as to enable it to do so; provided, that if the form for said returns and report furnished by the commissioner makes necessary any change or alteration in the present method or form of keeping their accounts, he shall give to said corporations at least thirty days' notice thereof prior to the commencement of the year for which the said changes and additions may be necessary, in order to make the full returns required.

SEC. 2. The commissioner shall have power personally, or by agent under his authority, to examine any railroad officer, agent or employe, under oath, relative to his stock or pecuniary interest, direct or indirect, in any freight, express, telegraph, sleeping-car, construction, rolling-stock, or other company doing business upon or in connection with the road of which he is such employe; also, to examine into the cause of each accident resulting in loss of life to person or persons; and it is hereby made the duty of the superintendent of each railway in the state to notify said commissioner of such accident by telegraph, immediately upon its occurrence.

SEC. 3. The several railway corporations operating railways in the state shall at all times, on demand, furnish said commissioner any information required by him concerning the condition, management and operations of the railways under their direction and control respectively, and particularly with copies of all leases, contracts and agreements for transportation with express companies or otherwise to which they are parties, and also with the rates for transporting freight and passengers upon their railways, and upon those with which their roads respectively have connection in business. A refusal or neglect by any company to comply with the provisions of this act shall subject it to the same penalties as attach for failure to make annual report to said commissioner. The commissioner, in the discharge of his duties under the provisions of this act, shall have power to subpoena witnesses and administer oaths, and pay the necessary expenses incurred, by draft from the contingent fund of his office. And any railroad officer, agent or employe who shall refuse to answer, under oath, any question or questions to be asked by the commissioner or his agent by the terms of section two of this act, shall, upon conviction thereof, for the first offense be fined in any sum not less than fifty nor more than five hundred dollars. For each succeeding offense he shall be liable to such fine, and, in addition thereto, shall be imprisoned in the county jail not less than five nor more than thirty days; and each refusal to answer the same question or questions shall constitute a separate and distinct offense. The property of the railroad company of which the person so convicted is an officer, agent or employe, shall be liable to be taken in execution to satisfy the fines and costs in such cases. All prosecutions made under the provisions of this act shall be by indictment in the court of common pleas in the county in which such offense is committed; and it is hereby made the duty of the prosecuting attorney of such county, upon complaint of the commissioner, as part of his official duties, to attend to the prosecution of all offenses committed under the provisions of this act.

SEC. 4. This act shall take effect and be in force from and after its passage.

AN ACT to authorize the Increase of Capital Stock of Railroad Companies.

[1873, May 5, p. 289, Vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That any railroad [company] heretofore incorporated under any special or general laws, or which may hereafter be incorporated under the general laws of this state, whenever, in the opinion of the directors thereof, it becomes necessary for the speedy and convenient transaction of its business to construct a second additional track, extend its line, or construct branches thereto, increase its machinery, rolling stock, depots or other fixtures, or for the purpose of paying any bonds issued or guaranteed by it, or for the purchase of any railroad within this state, which has been or may hereafter be sold by a judicial order or decree (or the assigns of such purchasers organized and acting as a company, incorporated or unincorporated), desirous of completing its line of road, or liquidating or paying off any unfunded or floating debt or debts, or other liabilities incurred in the construction or equipment of its road, or for the purpose of extending the same or constructing branches as authorized, or for either or all the purposes aforesaid, may increase the capital stock as hereinafter provided.

SEC. 2. Before any stock shall be issued under this act, a majority of the directors of such railroad company shall call a meeting of the stockholders thereof, designating distinctly the time, place and purpose of said meeting, and amount of stock required; which meeting shall be held at the principal business office of said company in this State. Notice of said meeting shall be given for at least thirty days previous, by continued publication in at least two newspapers published and having general circulation within the state; also, by a like notice, mailed thirty days previous to the time named for said meeting, to each stockholder whose residence is known. If at said meeting thus authorized the consent of two-thirds in interest of the existing stock of said company shall be given, the authorized stock of such company may be increased to such an amount as may be decided necessary or requisite for the purposes named in section one of this act.

SEC. 3. The increase of stock hereby authorized may be "common" or "preferred," as shall be designated in the call for the meeting of the stockholders as herein provided for. If preferred stock is issued, such railroad company may guarantee to the stockholders thereof semi-annual or quarterly dividends, to an amount not exceeding eight per centum per annum, payable at its office, or at such other place as the directors may designate. The stock herein provided for may be sold at such time and place, either within or without the state, as may be deemed advisable, the proceeds thereof to be applied to the purposes for which the same is issued. The unpreferred stock of such company shall be entitled to dividends only out of the surplus of the profits, after setting apart a sum sufficient to pay the dividends upon the preferred stock. The company issuing such preferred stock shall reserve the privilege of redeeming and canceling the same at par, at any time after three years from the date of its issue. The preferred stock herein provided for may be convertible into bonds of the company issuing the same at the option of the parties.

SEC. 4. Within ten days after such meeting, the president and secretary of said company shall make out an abstract, stating the whole amount of pre-existing stock, the amount authorized and the vote at said meeting, adding a certificate that the provisions of this act have been fully complied with; to which abstract and statement they shall make affidavit and file the same in the office of the secretary of state, who shall cause the same to be made a matter of record.

SEC. 5. That any railroad company heretofore or that may hereafter be incorporated under the laws of this state, or the purchasers of any railroad within this state which has been or hereafter may be sold pursuant to judicial order or decree, or the assigns of such persons organized and acting as a company, may, for the purpose of completing its line of road, or extending the same, or laying a double or additional track, in whole or in part, or constructing authorized branch roads, or increasing its machinery, rolling stock, depots, shops, or other improvements, or paying its unfunded debts, or redeeming its bonds, issue its bonds, convertible or otherwise, bearing any rate of interest not exceeding eight per centum per annum, to an amount not exceeding two-thirds of its authorized capital stock, and sell the same at such times and places within or without the state, and at such rates as the directors of said company may deem for its best interests; and such company may secure such bonds by mortgage on its property, or otherwise, if authorized by the vote of a majority of the stockholders representing a majority of the capital stock, in person or by proxy, at any regular meeting, or at any special meeting, after thirty days' notice.

SEC. 6. The sixth section of an act regulating railroad companies, passed February 11, 1843 (S. & C., 272); the eighth section of an act to provide for the creation and regulation of incorporated companies in the state of Ohio, passed May 1, 1852 (S. & C., 276); the first section of an act authorizing railroad companies to issue bonds and increase their capital stock in certain cases, passed March 11, 1853 (S. & C., 323); an act to enable railroad companies to fund their floating debts, passed March 29, 1856 (S. & C., 324); the second section of an act to amend the act entitled an act to provide for the creation and regulation of incorporated companies in the state of Ohio, passed May 1, 1852, and to regulate railroad companies, passed April 15, 1857 (S. & C., 325); an act to authorize railroad companies to increase their capital stock, passed April 11 [12], 1858 (S. & C., 326); an act to authorize railroad companies to increase their capital stock and issue bonds in certain cases, passed April 9, 1863 (S. & S., 123); an act to amend an act to authorize railroad companies to increase their capital stock and issue bonds in certain cases, passed April 9, 1863, passed April 12, 1870 (67 O. L., 44); and an act to enable railroad companies to redeem their bonded debts, passed April 16, 1870 ([67] O. L., 89), be and the same are hereby repealed.

SEC. 7. This act shall take effect on its passage.

[D.]

THE STATE OF OHIO ON RELATION OF THE ATTORNEY-
GENERAL,

vs.

JOHN SHERMAN, KENT JARVIS, R. R. SPRINGER AND OTHERS.

Proceedings in the Nature of Quo Warranto.

SYLLABUS.

1. Where, in a proceeding in quo warranto, certain named persons, and others said to be too numerous to be brought upon the record, were charged with usurping the franchise of being a corporation, and the defendants named plead that they were the directors of the corporation, without denying that they were corporators therein, and averred the legal existence of the corporation—Held: That in the absence of allegations or proof to the contrary, the defendants are to be regarded as claiming to be members of the corporation.

2. The Legislature has no power, under the present Constitution of Ohio, to create corporations without securing the individual liability of their stockholders, at least to the *minimum* amount required by the Constitution; and if the act of incorporation does not secure this, either by express provision, or by requiring from the corporators or stockholders such acts of organization or otherwise, as will subject them to the constitutional provision, the act will be unconstitutional and void.

3. Where a corporation, in pursuance of an act of the Legislature, transfers or conveys its franchise to be a corporation to others, the transaction, in legal effect, is a surrender or abandonment of its charter by the corporation, and a grant by the Legislature of a similar charter to the transferees or purchasers; and the charter so granted is subject to all the provisions of the constitution existing at the time it is so granted.

4. The act of April 4, 1863, authorizing the purchasers of the property of a railroad company to acquire the franchise to be a corporation by deed from the company, is a general law within the meaning of Article 13, section 2, of the Constitution.

5. But a deed made by such company to a corporation of another State, which corporation had become the assignee of property sold as contemplated in said act, without any new organization, or taking of stock under the deed, or as a corporation of Ohio, does not constitute the foreign corporation or its members an Ohio corporation, and in so far as said act may assume to create them such, it is unconstitutional, for the reason that it does not secure the individual liability of the stockholders.

6. Under the present laws of Ohio, foreign railroad corporations, whose roads lie partly within this State, are accorded the right to own, operate and maintain their roads in Ohio in the same manner as domestic railroad companies.

Judgment of *ouster* from the franchise of being an Ohio corporation, and judgment for defendants as to all the other franchises in question.

THE CASE.

This is a proceeding under the 12th section of the Attorney-General's act (S. & C. Stat , 89), instituted by direction of the House of Representatives against the above named defendants and their associates, said to be too numerous to be brought upon the record, charging them with usurpation and unlawful exercise of certain franchises and authority, and asking a judgment of ouster.

The information charges that the defendants are acting and assuming to act as a corporation within the State of Ohio, without being legally authorized so to do; that they are assuming to exercise, and are exercising within said State, certain franchises and authority not warranted by law; and that for the space of one year last passed they have used, and still do use without any grant, warrant or charter, the liberties, privileges and franchises following, to wit, that of being a body corporate and politic in fact, law and name, by the name of the "Pittsburgh, Fort Wayne and Chicago Railway Company," and by the same name to plead and be impleaded with, answer and be answered unto, and to have and use a corporate seal; also that of building, owning and operating a line of railroad within said State, and of condemning and appropriating private property for the same and the use thereof; also that of being a common carrier of passengers and freight within and across said State, and of charging and receiving a reward therefor; also that of contracting and being contracted with, and of exercising all the rights, powers and privileges conferred upon incorporated railroad companies by an act of the General Assembly of the State of Ohio, passed March 19, 1869, entitled "An act to amend section twenty-four of an act to provide for the creation and regulation of incorporated companies in the State of Ohio, passed May 1, 1852." All of which liberties, privileges, franchises and authority, it is charged the defendants have usurped and do still usurp upon the State of Ohio, and have exercised, and are still assuming to exercise in said State, without being legally authorized so to do, and without any warrant, grant or authority of law, to the great damage and prejudice of the State.

To this information the defendants plead that they are now and have been continuously, for a period of more than one year prior to the filing of said information, directors of the Pittsburgh, Fort Wayne and Chicago Railway Company, duly and legally elected and qualified as such, and that said railway company is now and has been continuously, for all the time aforesaid, a railroad corporation and body politic, duly and legally incorporated under and by virtue of the laws of the States of Pennsylvania, Ohio, Indiana and Illinois, and by the name aforesaid, and owning a continuous railway, extending from Pittsburgh, Pennsylvania, across the States of Ohio and Indiana to Chicago, Illinois. The defendants further aver that said Pittsburgh, Fort Wayne and Chicago Railway Company still continues to be and is a body politic and corporate in fact and in name, and that before and after the filing of the said information it has been so recognized and treated by the Legislature of said State of Ohio, and by the various departments and officers of the State Government of said State of Ohio, and that by reason thereof it is entitled to do all lawful acts and to enjoy all the rights, privileges, franchises and immunities allowed to railroad corporations, or conferred on them by the laws aforesaid, or by the law of the land. The plea concludes denying that the defendants have usurped said

liberties, privileges and franchises upon the State of Ohio in manner and form as alleged in the information.

To this plea a replication is filed, taking issue upon all its material averments, and the cause is submitted to the Court upon an agreed statement of facts, of which the following is all that is deemed material to be here stated :

"The Ohio and Pennsylvania Railroad Company was duly incorporated and organized as a railroad corporation of the State of Ohio by an act of the General Assembly of the State of Ohio passed February 24, 1848. (Ohio Laws, Vol. 46, page 261.)

"The provisions of this act of incorporation were adopted and affirmed, and authority given to said Ohio and Pennsylvania Railroad Company to construct and maintain its railroad, and to exercise all its powers, privileges and franchises within the State of Pennsylvania, by an act of the General Assembly of that State approved April 11, 1848.

"The railroad of said Ohio and Pennsylvania Railroad Company was constructed and operated between the city of Pittsburgh, in the State of Pennsylvania, and the village of Crestline, in the State of Ohio, in all respects in conformity with its act of incorporation and said act of Pennsylvania.

"The Ohio and Indiana Railroad Company was duly incorporated and organized as a railroad corporation of the State of Ohio by an act of the General Assembly of that State passed March 20, 1850. (O. L., Vol. 48, page 297.)

"The provisions of this act of incorporation were adopted and affirmed, and authority given to said Ohio and Indiana Railroad Company to construct and operate its railroad, and exercise its powers, privileges and franchises within the State of Indiana, by an act of the General Assembly of that State approved January 15, 1851, which act is made a part hereof.

"The railroad of said Ohio and Indiana Railroad Company was constructed and operated between the village of Crestline, in the State of Ohio, and the city of Fort Wayne, in the State of Indiana, in all respects in conformity with its act of incorporation and said act of Indiana.

"The Fort Wayne and Chicago Railroad Company was duly incorporated and organized as a railroad corporation of the State of Indiana by and under the provisions of an act of the General Assembly of that State, entitled 'An act to provide for the incorporation of railroad companies,' approved May 11, 1852. The certificate of incorporation of said company was filed with the Secretary of State of Indiana, and the corporate existence of said company began on the 22d day of September, 1852.

"This company was authorized to construct, operate and maintain its railroad, and exercise its powers, privileges and franchises within the State of Illinois, by an act of the General Assembly of the State of Illinois approved February 5, 1853.

"The railroad of said Fort Wayne and Chicago Railroad Company was constructed and operated between the city of Fort Wayne, in the State of Indiana, and the city of Chicago, in the State of Illinois, in all respects, in conformity with the law under which it became incorporated, and said law of Illinois.

"On the sixth day of May, 1856, the boards of directors of the three aforementioned companies adopted certain articles of consolidation, which were subsequently, in the months of June and July, 1856, ratified and affirmed by a majority of more than two-thirds of all the stockholders of each of the aforementioned companies. The proceedings in said act of consolidation were regularly taken, and in conformity with the laws of the several States in which said railroads were situated, especially in conformity with an act of the General Assembly of the State of Ohio passed April 10th, and took effect May 1, 1856, entitled 'An act to authorize the consolidation of railroad companies

in this State, with railroad companies of States adjoining in certain cases, and to authorize railroad companies in this State to extend their railroads into adjoining States.' A certificate of incorporation of said consolidated company, under the name of Pittsburgh, Fort Wayne and Chicago Railroad Company, and under the provisions of the last mentioned act, was filed in the office of the Secretary of State of Ohio, and the alleged corporate existence of said consolidated company as a railroad corporation of the State of Ohio began on the 1st day of August, 1856.

"The Pittsburgh, Fort Wayne and Chicago Railroad Company failing to redeem or to pay the interest on its bonds, as by the terms of the articles of consolidation it was bound to do, in December, 1859, judicial proceedings to foreclose said mortgages and sell said railroad were instituted in the United States Circuit Court for the Northern District of Ohio against said Pittsburgh, Fort Wayne and Chicago Railroad Company, and said other original companies and others, and proceedings auxiliary thereto were concurrently instituted in the United States Circuit Courts in the proper districts of Pennsylvania, Indiana and Illinois. Subsequently, in 1861, decrees of sale and confirmation of sale were rendered in said several Circuit Courts, said proceedings being in all respects conformable to law.

"Whereby, in October, 1861, said railroad and all the property and franchises embraced in said aforementioned mortgages were deeded to, and so far as the same lawfully might be, became vested in Lanier, Tilden, Thompson, Meyer and Hanna, the purchasers at the judicial sale aforesaid.

"While the judicial proceedings aforesaid were still pending, and before a decree of sale had been taken, the stockholders and various classes of creditors of the aforementioned companies entered upon an agreement and plan of reorganization of said railroad company, by the terms of which said Lanier, Tilden, Thompson, Meyer and Hanna were to become the purchasers, and did become the purchasers, so far as they lawfully might, of said railroad and the property and franchises connected therewith, as agents and trustees for said creditors and stockholders, and took deeds for the same from the master commissioners appointed by said Circuit Courts, and from the Pittsburgh, Fort Wayne and Chicago Railroad Company, agreeably to the decrees of said several Circuit Courts, which deeds conveyed to, and completely, so far as they lawfully might, vested in Lanier and his associate purchasers all the property and franchises which were mortgaged by the said original and consolidated companies. It is agreed that said agreement was not filed in the Circuit Court for the Northern District of Ohio.

"On the twenty-sixth day of February, 1862, the persons having acquired said property and franchises by said sale became duly incorporated as a railroad company, under the laws of each of the States of Pennsylvania, Indiana and Illinois, under the name of the Pittsburgh, Fort Wayne and Chicago Railway Company.

"On the second day of March, 1862, Lanier and his associates conveyed to the Pittsburgh, Fort Wayne and Chicago Railway Company, by sufficient deed of conveyance, all the property and franchises pertaining to said Pittsburgh, Fort Wayne and Chicago Railroad Company which they had purchased at the judicial sale aforesaid.

"The Pittsburgh, Fort Wayne and Chicago Railway Company operated said railroad within the State of Ohio from the time it acquired the same until the 31st day of December, 1863, claiming to do so under and by virtue of the 7th section of an act of the General Assembly of the State of Ohio, passed April 11, 1861, entitled 'An act to regulate the sale of railroads and the reorganization of the same.'

"On the thirty-first day of December, 1863, the Pittsburgh, Fort Wayne and Chicago

Railroad Company duly executed and delivered to the Pittsburgh, Fort Wayne and Chicago *Railway Company*, a deed in due form, purporting to convey the franchise to be a corporation in conformity with the provisions of an act of the General Assembly of the State of Ohio, passed April 4, 1863, entitled 'An act supplementary to an act entitled an act to provide for the creation and regulation of incorporated companies in the State of Ohio.'

"On the first day of July, 1869, the Pittsburgh, Fort Wayne and Chicago *Railway Company* leased its entire road, branches and equipments to the Pennsylvania *Railroad Company* for a period of 999 years from and after said July 1, 1869, agreeably to and in full conformity with the provisions of an act of the General Assembly of the State of Ohio, passed March 19, 1869, entitled 'An act to amend section 24 of an act entitled an act to provide for the creation and regulation of incorporated companies in the State of Ohio.'

"It is admitted that all proceedings under the various statutes and judicial proceedings aforementioned, whether relating to incorporation, organization or reorganization, as well as all deeds or other instruments in writing in any way relating to either or any of the aforementioned transactions, have been regular and in themselves in due form, except as hereinbefore qualified.

"It is also agreed that no question shall be raised touching the election and qualifications of the defendants as directors of said company, if said company have or had a corporate existence."

WELCH, C. J. : This proceeding, as we understand the case, is not merely against the three defendants named upon the record, but against all the officers, stockholders and other individuals claiming to constitute the Pittsburgh, Fort Wayne and Chicago *Railway Company*. And we understand the information as charging the defendants, not only with usurping and unlawfully exercising the franchise of being a corporation under and by virtue of the laws of Ohio, and as *such* unlawfully exercising and using the various liberties and franchises mentioned in the information, but also with usurping the franchise of being a foreign corporation, and as *such* foreign corporation unlawfully exercising and using the same liberties and franchises within this State.

The plea interposed stands in the names of the three defendants named upon the record. In this the persons so named say that they are the directors of the corporation, and they assert its legal existence and full right to use the franchises in question. But they neither admit nor deny the charge that they assume to be members of the corporation, otherwise than by admitting that they assume to act as its directors. Under this state of pleading, and in the absence of evidence to the contrary, we must regard the directors as claiming to be members of the corporation, and consider their plea as a plea on behalf of all the defendants.

The claim set up by the defendants is, that they are "a corporation," created and existing under and by virtue of the "laws of the States of Ohio, Pennsylvania, Indiana and Illinois," and as *such* authorized by said laws to exercise and use all the said franchises and privileges. By this we do not understand, as the counsel for the State seem to do, that the defendants claim to be incorporated by the joint legislation of the States named, but that they claim to be a single organization of individuals, under the name of the Pittsburgh, Fort Wayne and Chicago *Railway Company*, to whom these States have severally granted similar corporate powers and franchises, and they therefore claim to have, in Ohio, all the rights and powers, both of a domestic and of a foreign corporation, and, as either or both, the right to exercise and enjoy the franchises and privileges which

they are charged with so usurping, namely, the franchises and privileges of owning, operating and maintaining their railroad in Ohio.

If the defendants are a corporation created by the laws of Ohio, it is admitted that they have all the rights and powers in question. It seems also to be admitted in the agreed statement, and in the argument of counsel, though the contrary would appear to be asserted in the information, that the defendants are a foreign corporation, at least a corporation of the State of Pennsylvania. The questions to be decided, therefore, are :

1. Is the Pittsburgh, Fort Wayne and Chicago Railway Company a corporation of Ohio ?

2. If not such corporation, has it the right and power, as a foreign corporation, to own, operate and maintain its road in Ohio, and for that purpose to use and enjoy the privileges and franchises specified in the information ?

We will consider these two questions in their order.

I. *Are the Defendants an Ohio Corporation ?*—Their claim is that the consolidated company, the Pittsburgh, Fort Wayne and Chicago *Railroad* Company, was an Ohio corporation, and that its charter—"its franchise to be," or right of existence—has passed to or become vested in the defendants, by virtue of the deed made under the act of April 4, 1863. Unless this act and the deed made under it are sufficient and effectual so to transfer or vest the charter of the consolidated company, it is quite unnecessary to inquire whether that company was, or is, a legal corporation of Ohio, and we are saved the necessity of considering the various questions made and argued by counsel touching the legality of the consolidation, and of the proceedings preliminary and antecedent thereto.

Assuming, then, for the present—what I believe to be the fact—that the Pittsburgh, Fort Wayne and Chicago *Railroad* Company was an Ohio corporation, did its charter pass to or vest in the defendants by virtue of the deed and act of 1863, and thus constitute the defendants, or rather thus constitute the Pittsburgh, Fort Wayne and Chicago *Railway* Company an Ohio corporation ?

That a corporation can, when authorized by law so to do, transfer, sell or convey its charter or franchise to be a corporation, and thus vest it in others, seems to be quite well settled by judicial decisions ; and we have no objections to make to this proposition of law, except it may be to the form of stating it. The real transaction in all such cases of transfer, sale or conveyance, in legal effect, is nothing more or less than a surrender or abandonment of the old charter by the incorporators, and a grant *de novo* of a similar charter to the so-called transferees or purchasers. To look upon it in any other light, and to regard the transaction as a literal transfer or sale of the charter, is to be deceived, we think, by a mere figure or form of speech. The vital part of the transaction, and that without which it would be a nullity, is the law under which the transfer is made. The statute authorizing the transfer and declaring its effect, is the grant of a new charter couched in few words, and to take effect upon condition of the surrender or abandonment of the old charter ; and the deed of transfer is to be regarded as mere evidence of the surrender or abandonment. According to our understanding of the cases cited by counsel for the defendants in support of the doctrine of the transferability of such charters, this is the view entertained wherever the courts have spoken directly of the legal effect of such conveyances. And such seems to be the view taken by counsel themselves. For they say, among other things : " If the incorporators (of the old company) saw fit, nobody would question their right to dissolve the old corporation, and surrender their franchise to the State ; and no question could be made of the right of the State, by a general law, to provide for conferring it upon the purchasers of their property." And the counsel add : "*That is what, in effect, is done by this act*"—the act of

1863. We agree to the proposition of counsel, with a single proviso. We think, with them, "*that* is what, in effect, is done," provided anything is constitutionally and effectually done.

In other words, the Legislature of Ohio, by the act of 1863, have granted to the defendants a charter of incorporation similar to that held by the Pittsburgh, Fort Wayne and Chicago Railroad Company; *provided* the Legislature, at the date of the act, had constitutional power to grant such a charter; *and provided* the requirements of the act have been complied with by the parties. It matters not if we regard the charter granted as identical with the one surrendered—a something which really passes from the old or defunct corporation into the hands of the Legislature, and thence to the new organization—there must be at the time constitutional power in the Legislature, not only to receive but also to re-issue the charter. It must pass through legislative hands before it can take life in a new organization. It comes into their hands the work and offspring of the old constitution, but it goes out again, if at all, as the work and offspring of the new one, and subject to all its requirements and limitations.

By the present constitution of Ohio, the power of the Legislature to grant charters of incorporation is subjected to important limitations, which did not exist under the constitution of 1802. One of these is, that the grant must be made by a general law; another is, that the charter must be subject to alteration and revocation by the Legislature; and a third is, that the grant must be made in some such form as will subject the stockholders to individual liability, to at least a certain extent, for the debts of the corporation. The claim upon the part of the State is, that the act of April 4, 1863, is in violation of these several provisions of the constitution; or, if the act will admit of a construction consistent with these provisions, then the claim is, that the provisions and requirements of the act, taken in their proper and constitutional sense, have not been conformed to by the parties.

We have no hesitation in holding that the act of 1863 is not liable to the objection that it is a "special act." It is a "general law," in our judgment, within the meaning of Art. 13, sec. 2, of the constitution. In so holding, we merely repeat, in substance, what has been heretofore decided by this Court in *Cricket v. The State*, 18 O. St. R., 9; *Welker v. Potter*, 18 O. St. R., 87.

The objection that if the defendants did thus acquire a charter under the act of 1863, that charter would not be subject to alteration or repeal, has, in effect, been answered in what is said above. If the charter thus acquired is to be regarded in law as identical with the charter of the reorganized company, and not as a new charter issuing directly from the Legislature; and if in like manner the charter of the reorganized company is to be regarded, not as a legislative grant made to it, but as a grant directly from the original companies so consolidated, then it may be true that the charter would be unalterable and irrevocable, and the act of 1863 be unconstitutional on that ground. But as we have already said, such is not the law of the case, and the charter, if so vested, would remain as other charters granted under the present constitution, liable to amendment and repeal by the Legislature.

But the trouble in defendants' case arises, when we attempt to reconcile their claim, that they are an Ohio corporation under the act of 1863, with the third named limitation in the constitution, the limitation in regard to individual liability. Under the present constitution the Legislature are powerless to grant a charter to any such corporation, unless the grant is made in a form that will secure the individual liability of its stockholders for the debts of the corporation, at least to the amount of their stock over and above their subscription. This liability may be secured by an express provision

in the act of incorporation. Where it is to exceed the amount of the stock, it must be secured in that form. In the absence of any such provision in the act of incorporation, I presume this provision of the constitution would enter into and form part of the act of incorporation, and to that extent execute itself. In either case, however, the act of incorporation, the grant of the charter, must be in some such form as will secure this liability. It must require of the individuals availing themselves of its provisions some acts *as such*, under and in pursuance of it, as will subject them *individually* to its provisions, or to the provision of the constitution in regard to liability. If it fails to do this, it is simply unconstitutional and void.

The act of 1863, under which the defendants claim title, contains no provision imposing liability upon individuals who may become stockholders under it. Whether the act properly interpreted, does or does not require of the persons becoming incorporated under its provisions, acts or proceedings which will secure their individual liability as stockholders, is totally immaterial to the present case. Because, if it is to be interpreted as requiring such acts, namely, an *organization of individuals under the act*, such as is required by the act of April 11, 1861, a *deed* to be made to and accepted by them, and a *taking* of stock by them in the company thus organized, then the defendants have put a wrong interpretation upon the act, and have failed to comply with its provisions. On the other hand, if they have rightly interpreted the act, the act itself is unconstitutional and void for the want of adequate provisions to secure the individual liability of stockholders becoming incorporated under its provisions. I presume it is not claimed on behalf of defendants that they have done any act, by way of organization, the taking of stock, or the acceptance of the deed made under the act of 1863, which subjects them, *as individuals*, to any liability whatever beyond that incurred by becoming members of the foreign company. They never organized under the Ohio act; their organization was complete before it was passed. They took no stock under the Ohio act; their stock had already been taken under the Pennsylvania act. Nor was the deed made to or accepted by them; it was made to and accepted by the corporation of which they were members. As such corporation it had no power, by any act whatever, to pledge the individual liability of its stockholders. The powers of a corporation are limited to the common property and common interests of the organization. Over these and within the scope and purpose of its organization, a *majority* of its members, acting through and by its officers and agents, can exercise dominion and control, and bind its individual members. Beyond this common fund, and outside this scope, the corporation, as such, is powerless to bind its individual members. In some cases it has been found very difficult to determine the exact line between what may be done by a majority of the incorporators, thus acting by and through common agents, and what can only be effected by the individual consent of each and all; but no difficulty of the kind can occur in solving questions of individual liability. There the line is distinctly drawn and marked. The *contract* by which he becomes such member fixes the boundary between the interests of the stockholder and those which are embarked in the common enterprise, and thus subjected to the common control. And this contract, be it express or implied, must be interpreted in the light of the law as it existed at the time, and under which the organization is had. The private interests and rights of the stockholder, not by this contract, or some subsequent *individual* act of his, placed in the common fund, or subjected to the corporate control, are as completely outside the reach and power of the corporation as are the property and rights of strangers. The element of individual liability must be engrafted upon the stock by the law under which the organization is had, or the stock is taken, and by *virtue* of that organization or taking, or else by some

subsequent *individual* assent of the stockholder; otherwise he stands liable for no more than the amount which by his contract with the company he has agreed to contribute to the common fund.

In this view of the case, it plainly follows that the defendants have not become members of an Ohio corporation, created under the present constitution of the state, for the reason that they have never subjected themselves to the individual liability which it imposes on stockholders, and which it makes an indispensable element in the creation of all such corporations. Either the defendants have misinterpreted the act of 1863, and wholly failed to conform to its provisions, or, if they have rightly interpreted it, as authorizing the bestowment of a charter upon a foreign corporation without securing any individual liability of its stockholders, then the act itself is unconstitutional and void. In either alternative, the defendants are no legal corporation of Ohio. It is unnecessary, therefore, to inquire whether their charter as a corporation of Pennsylvania gives them authority, as such corporation, to accept an additional charter from another state, or whether, if they have such authority, it is competent for another state, not having a constitution like ours, thus to grant them a second charter—that is, to make the grant directly to the corporation *eo nomine*, and not to the individuals composing it. If we concede both the authority to accept a second and foreign charter, and the general power of another state in this manner to make the grant, it is enough for the present case to say, that the power in question has been denied to the Legislature of Ohio by her present constitution.

II. The second general question involved is, whether the defendants, as a foreign corporation, have the right by the present laws of Ohio to enjoy, exercise and use the franchises and privileges specified in the information, other than that of being an Ohio corporation? That is to say, has the Pittsburgh, Fort Wayne and Chicago *Railway* Company, under the present laws of Ohio, accorded to it the right to own, operate and maintain its road in and through the State, including the right to condemn and appropriate private property to its use, the right of being a common carrier for reward, and the right to lease its road under the act of March 19, 1869. We answer this question in the affirmative; and we need, perhaps, add but little more. In *American Bible Society v. Marshall*, 15 O. St. R., 541, this Court held that a foreign corporation might purchase and own real estate in Ohio, when not forbidden by express legislation, or the general policy of the law. The ownership of such property implies its use by the owner, and the nature of the use is to be determined by the nature of the property itself. There is not only no law of Ohio prohibiting the ownership and use of railroads in the State of Ohio by foreign corporations, and no public policy of the State to be contravened thereby, but there is abundant legislation directly to the contrary. The legislation brought in review by the agreed statement in this case abundantly shows that the policy of the State has been, and is, not only to permit, but to invite and encourage such ownership and use, and to place foreign companies, in this respect, on a perfectly equal footing with domestic companies. It would be strange were it otherwise. To invite their co-operation in works of great public concern, and then discriminate against them in point of right to use and enjoy their property in the State, would not only be unjust to them but unwise for the State. If any discrimination does exist, it is in regard to the power of condemning and appropriating private property to the use of these roads. In this case we find what we construe to be an express grant of that power. The Pennsylvania act incorporating the defendants gives them power to condemn and appropriate private property, and by the 7th section of our act of April 11, 1861, it is provided that a "corporation of another State possessing part of a railroad situate partly in such other State

and partly within this State, may exercise and enjoy within this State *all its powers, privileges, faculties and franchises*, for the purposes of said railroad and its business, not inconsistent with the laws of this State and the provisions of said act." This provision clearly gives the right to condemn and appropriate private property in Ohio to all railroad corporations of other States, which have the power of condemnation and appropriation given them in their charters of incorporation.

It follows that a judgment of *ouster* will be entered against the defendants as to the franchise of being a corporation of Ohio, and a judgment in their favor as to the other franchises and privileges which they are so charged with usurping.

Judgment accordingly.

Judge West, having been of counsel, did not sit in the case.

[E]

OFFICE OF COMMISSIONER OF RAILROADS AND TELEGRAPHS,
Columbus, Ohio, May 20, 1873.

SIR: Herewith find copy of a part of section 1 of an act passed May 3, 1873, relating to the annual returns of your company to this office :

"Each corporation shall make its returns strictly according to the forms provided. If the corporation find it impracticable to return all the items in detail as required, it shall state the reason why such details cannot be given; *but no corporation shall be allowed to plead in excuse for not giving such details, that it does not keep its accounts in such a manner as to enable it to do so*; provided, that if the form for said returns and report furnished by the commissioner makes necessary any change or alteration in the present method or form of keeping their accounts, he shall give to said corporations at least thirty days' notice thereof prior to the commencement of the year for which the said changes and additions may be necessary in order to make the full returns required."

Attention is called to the following questions, which will be included with others in the "forms" for your annual report for the year ending June 30th :

Number of your stockholders residents of Ohio.

Amount of stock held and owned by them.

Equipment—its average weight and cost.

Equipment not owned by your company. State by whom owned.

Mileage of locomotives hauling "passenger," "freight," "mixed," "construction" and other trains.

Mileage of cars, giving classes: "passenger," "freight," "empty," etc.

Amount paid for injuries to passengers.

Amount paid for injuries to employes.

Amount paid for loss and damage of goods and baggage.

Number of passengers of all classes carried.

Average number of passengers carried in each car per trip.

Total mileage of passengers, or number carried one mile.

Average number of miles traveled by each.

Average amount received for each.

Average amount per mile received for each.

Total number of tons through freight carried.

Total number of tons local freight carried.

Total movement of freight, or tons carried one mile.

Average tons of freight carried in each car per trip.

Average amount received for each ton carried.

Average amount per mile received for each ton.

Specify articles carried, giving tons and per cent., under the following heads: Coal, stone, lime, sand, etc., petroleum, ores, pig and bloom iron, railroad iron (iron and steel rails), other iron and castings, lumber and other forest products, live-stock, grain, other agricultural products, flour, provisions (beef, pork, lard, etc.), manufactures, including agricultural implements, merchandise, miscellaneous, supplies for company's use.

Receipts and payments in addition to earnings and operating expenses.

All accidents to persons in the State, fatal and non-fatal, giving date, class (passenger, employe or others); whether fault was his own or beyond his control; name; where the accident happened; cause and extent of injury; if fatal, was inquest held; and give name of acting coroner.

If any changes in the mode of keeping your accounts are made necessary, in order to enable you to give full and accurate answers to these interrogatories, you will please make such changes, so that after June 30, 1873, you can give the items herein noted and required.

A copy of all the laws on the subject of railroads passed at the session of 1873 will be forwarded at an early day, and in due time the blank forms for your annual report to this office.

Trusting no material or objectionable changes will be necessary in order to fully comply with these requirements, I remain yours, etc.,

O. L. WOLCOTT,
Commissioner.

INDEX.

	PAGE
Abstracts and comparisons for 5 years : from reports of railway companies..	8
Abstracts of corporate histories, etc., of railway companies.....	56
Accidents in Ohio on railways	10
Acts : creating office of Railroad Commissioner, etc.....	511
relative to railroads passed at session of 1873.....	518
Alphabetical list of railway, telegraph, express and transportation lines in Ohio....	182
American District Telegraph Company :	
certificate of incorporation	46
Annual reports of Railway Companies	185
of Telegraph Companies.....	499
Appendix :	
A. Report of Railway Bridge Inspector.....	497
B. Review of history, etc., of railways in Ohio, by E. D. Mansfield.....	502
C. Laws in force in relation to authority, duties, etc., of Commissioner	511
Railroad laws passed at session of 1873.....	518
D. Supreme Court decision in case of P., Ft. W. & C. Railway Company	526
E. Copy of Circular issued May 20, 1873, to Railway Companies.....	536
Ashtabula, Youngstown and Pittsburgh Railroad :	
abstract of corporate history.....	56
report of company	187
Atlantic and Great Western Railroad :	
abstract of corporate history	56
report of company	190
Atlantic and Lake Erie Railway :	
abstract of corporate history.....	58
report of company	206
Atlantic and Pacific Telegraph :	
report of company.....	437
Atlantic and Southeastern Railway Company :	
certificate of incorporation.....	44
report of organization	478
Baltimore, Pittsburgh and Chicago Railway, Ohio Division :	
abstract of corporate history	58
report of company	208
Baltimore Short Line Railway :	
abstract of corporate history.....	58
report of company	209
Berlin and Pomeroy Railroad Company :	
certificate of incorporation.....	44
Boescl Law.....	22
Bridges—railway, in Ohio	55
examination of, by Inspector	497

Capital stock (railway companies):	PAGE
companies reporting increase within the year.....	47
owned by Ohio stockholders	18
Carrollton and Oneida Railroad:	
abstract of corporate history	58
report of company	211
Central Ohio Railroad—Central Ohio Div. B. & O. R. R.:	
abstract of corporate history	59
report of company	215
“ lessee	217
Chicago and Atlantic Railway Company:	
report of organization	478
Chicago and Canada Southern Railway:	
abstract of corporate history	60
report of company	223
Cincinnati and Baltimore Railway:	
abstract of corporate history	60
report of company	225
Cincinnati, Eaton and Union Railroad Company:	
certificate of incorporation	45
Cincinnati, Hamilton and Dayton Railroad:	
abstract of corporate history	60
report of company	228
Cincinnati, Hamilton and Indianapolis Railroad:	
certificate of organization after judicial sale of road.....	46
abstract of corporate history	61
report of company	236
Cincinnati and Indiana Railroad:	
abstract of corporate history	62
report of company	242
Cincinnati and Muskingum Valley Railway:	
abstract of corporate history	62
report of company	249
Cincinnati, Richmond and Chicago Railroad:	
abstract of corporate history	64
report of company	256
Cincinnati, Sandusky and Cleveland Railroad:	
abstract of corporate history	65
report of company	262
Cincinnati and Springfield Railway:	
abstract of corporate history	67
report of company	270
Cincinnati, Toledo and Michigan Midland Railway Company:	
certificate of incorporation	44
Cincinnati and Whitewater Valley Railroad Company:	
certificate of incorporation	45
Circular issued May 20, 1873, to railway companies	536
Cleveland, Akron and Canton Railroad Company:	
certificate of incorporation	44

	PAGE
Cleveland, Columbus, Cincinnati and Indianapolis Railway :	
abstract of corporate history	68
report of company	276
Cleveland and Chagrin Falls Railroad Company :	
certificate of incorporation	44
Cleveland and Mahoning Valley Railway Company :	
formed by consolidation, certificate	46
abstract of corporate histories of parties thereto	69
report of company	285
Cleveland, Mt. Vernon and Delaware Railroad :	
abstract of corporate history	71
certificates for increase of stock	47
certificates for construction of branch	47
report of company	288
Cleveland and Newburgh Railroad :	
abstract of corporate history	72
report of company	295
Cleveland, Ottawa and St. Louis Railroad Company :	
certificate of incorporation	43
Cleveland and Pittsburgh Railroad :	
abstract of corporate history	73
report of company	299
report of lessee	302
College Hill Railroad Company :	
certificate of incorporation	45
Columbus, Chicago and Indiana Central Railway :	
abstract of corporate history	74
report of company	311
Columbus and Hocking Valley Railroad :	
abstract of corporate history	78
certificate for increase of stock	47
report of company	314
Columbus, Springfield and Cincinnati Railroad :	
abstract of corporate history	78
stock, debt, cost of road, etc.	321
Columbus and Xenia Railroad :	
abstract of corporate history	79
report of company	322
Condition of railways in Ohio	10
Continental Railway Company :	
report of organization	479
Consolidations of railway companies	46
Crestline and North-western Railroad Company :	
certificate of incorporation	45
Crossings, highway	16
Dayton and Michigan Railroad :	
abstract of corporate history	82
report of company	324

Dayton, North Vernon and Louisville Short Line Railway Company :	
certificate of incorporation	45
Dayton and Union Railroad :	
abstract of corporate history	83
report of company	331
Dayton and Western Railroad Company :	
abstract of corporate history	83
Dayton, Xenia and Belpre Railroad :	
abstract of history	84
Del Carbo Railroad Company :	
certificate of incorporation	43
Detroit, Pioneer and Logansport Railroad Company :	
certificate of incorporation	44
Eastern Central Railroad Company :	
certificate of incorporation	45
Express companies running on railways in Ohio	183
Farmers' Granges	37
Foreign railways	30
Freight lines running on railways in Ohio	183
Gallipolis, McArthur and Columbus Railroad :	
abstract of corporate history	85
report of company	337
Harrison Branch Railroad :	
abstract of corporate history	85
report of company	339
Hillsboro Telegraph :	
report of company	488
Incorporation of railway and telegraph companies within the year	43
Iron Railroad :	
abstract of corporate history	85
report of company	341
Lake Erie and Elyria Railway Company :	
certificate of incorporation	44
Lake Erie and Louisville Railway :	
abstract of corporate history	85
report of company	347
Lake Shore and Michigan Southern Railway :	
abstract of corporate history	88
report of company	354
Lake Shore and Tuscarawas Valley Railway :	
abstract of corporate history	94
report of company	363
Lawrence Railroad Company :	
formed by consolidation, certificate	46
certificate for construction of Lowellville Branch	45
Laws relating to authority, duties, etc., of Commissioner	511
" railroads passed at session of 1873	518
Little Miami Railroad Company :	
abstract of corporate history	94
report of company	374

Liberty and Vienna Railroad Company :	
abstract of corporate history	96
Mahoning Coal Railroad :	
abstract of corporate history	97
certificate for construction of branches	47
report of company	377
Mahoning Valley and State Line Railroad Company :	
certificate of incorporation	45
Mansfield, Coldwater and Lake Michigan Railroad :	
abstract of corporate history	97
report of company	379
" lessee	382
Mansfield and Tuscarawas Valley Railroad Company :	
certificate of incorporation	44
Marietta and Cincinnati Railroad :	
abstract of corporate history	98
report of company	385
Marietta and Pittsburgh Railroad :	
abstract of corporate history	100
certificate for construction of branches	46
report of company	394
Martin's Ferry and Bellaire Railway Company :	
certificate of incorporation	45
Massillon and Cleveland Railroad :	
abstract of corporate history	101
report of company	400
Newark, Somerset and Straitsville Railroad :	
abstract of corporate history	102
report of company	402
" lessee	404
New Lisbon and Salineville Railroad Company :	
certificate of incorporation	43
New York and Western Railway Company :	
formed by consolidation—certificate	46
Niles and Canfield Railroad Company :	
certificate of incorporation	44
Niles and New Lisbon Railway Company :	
abstract of corporate history	102
Ohio and Mississippi Railway :	
abstract of corporate history	102
report of company	409
Ohio Valley Railway Company :	
extension of line	47
Pacific and Atlantic Telegraph of United States :	
report of company	490
Painesville, Warren and Pittsburgh Railroad Company :	
certificate of incorporation	43
Painesville and Youngstown Railroad :	
abstract of corporate history	104
certificate for construction of branch	47
report of company	417

Pittsburgh, Cincinnati and St. Louis Railway :	
abstract of corporate history	104
report of company	421
Pittsburgh, Fort Wayne and Chicago Railway :	
abstract of corporate history	109
report of company	439
Portsmouth, Columbus and Michigan Railroad Company ;	
report of organization	480
Put-in-Bay Telegraph Company :	
report of organization	482
Railroad laws passed at session of 1873	518
Railway Companies : alphabetical list of	182
" " in process of organization	478
" " reports of	185
Recommendations	47
Regulating rates for transportation of passengers and freight by railway	23
Remarks on fixed rates	27
" relative to reports of railway companies.	15
" on effect Supreme Court decision, P., Ft. W. and C. R'y Co.	50
" general	123
Report of Inspector of Bridges	409
Review of history, etc., of railways in Ohio by E. D. Mansfield	503
Rocky River Railroad :	
abstract of corporate history	116
report of company	446
Rolling stock not owned by railway companies	19
Sandusky, Ashland, and Tuscarawas Valley Railroad Company :	
certificate of incorporation	44
report of organization	480
Sandusky, Mansfield and Newark Railroad, Lake Erie Div. B. & O. R. R. :	
abstract of corporate history	117
report of company	452
" lessee	454
Scioto Valley Telegraph Company :	
certificate of incorporation	46
Shawnee and Millerstown Railroad Company :	
certificate of incorporation	44
Shenango Valley and Alliance Railway Company :	
certificate of incorporation	46
Shenango Valley, Youngstown and Chicago Railway Company :	
certificate of incorporation	43
Springfield, New Carlisle, Troy and Covington Railroad Company :	
certificate of incorporation	45
Stillwater Valley Railway Company :	
certificate of incorporation	43
Speculations	49
Tabulations relating to railways :	
mileage of, in Ohio	4
comparative of stock, debt, length, earnings, etc., for five years	8
valuation of for taxation for six years, and taxes paid in Ohio	41

valuation of for taxation for 1873 by local boards, and as equalized	42
extent of line, etc., in Ohio, controlled and operated by foreign companies...	52
Tabulated results, from reports of companies:	
I. Length of entire lines	128
II. Capital stock—authorized—paid in, etc.....	130
III. Debt—funded and unfunded.....	132
IV. Stock—debt, and number of Ohio stockholders.....	134
V. Cost of road—gauge and number of highway crossings.....	136
VI. Length of line, in Ohio laid with rail	138
VII. Real estate, engine houses, etc	140
VIII. Railway bridges in Ohio.....	142
IX. Trestles, tunnels and fencing in Ohio.....	144
X. Employes—damages paid for injuries and losses	146
XI. Equipment—speed of trains.....	148
XII. Rail laid in Ohio within the year, etc	150
XIII. Rates for transportation of passengers and freight.....	152
XIV. Mileage of locomotives	154
XV. Mileage of cars.....	156
XVI. Passengers carried—number, mileage, etc.....	158
XVII. Freight tonnage, mileage, etc	460
XVIII. Tonnage classified	162
XIX. Gross earnings for the year, entire lines.....	164
XX. Operating expenses for the year, entire lines	166
XXI. General expenses of operating for the year, entire lines.....	168
XXII. Recapitulation—earnings, expenses, etc., for the year, entire lines...	170
XXIII. Earnings, etc., per mile, with proportion for Ohio	172
XXIV. Receipts in addition to earnings	174
XXV. Payments in addition to operating expenses.....	176
XXVI. “ “ “	178
XXVII. Casualties to persons in Ohio within the year	180
Taxation.....	41
Telegraph Companies: having lines in Ohio.....	183
reports of.....	483
Toledo, Canada Southern and Detroit Railway Company:	
formed by consolidation—certificate	46
abstract of corporate history	119
report of company	460
Toledo and Columbus Railroad Company:	
certificate of incorporation	44
Toledo, Kokomo and St. Louis Railroad Company:	
certificate of incorporation	43
Toledo and Maumee Narrow Gauge Railroad Company:	
certificate of incorporation	45
Toledo, Tiffin and Eastern Railroad:	
abstract of corporate history.....	119
report of company	462
Toledo, Wabash and Western Railway:	
abstract of corporate history.....	120
report of company	468

Transfer books	48
Transportation Companies, running on railways in Ohio	183
Valley Railway :	
abstract of corporate history	122
report of company	476
Valuation of railway property for taxation	41
Voting—cumulative	49
Warren, Ravenna and Cleveland Railroad Company :	
certificate of incorporation	45
Western Union Telegraph :	
report of company	492
Wheeling and Lake Erie Railroad Company :	
report of organization	481
Youngstown and Canfield Railroad Company :	
certificate of incorporation	43
Youngstown, Newion Falls and Ravenna Railroad Company	
certificate for extension of line	47
Zanesville, Frazeysburg and Loudonville Railway Company :	
certificate of incorporation	43



